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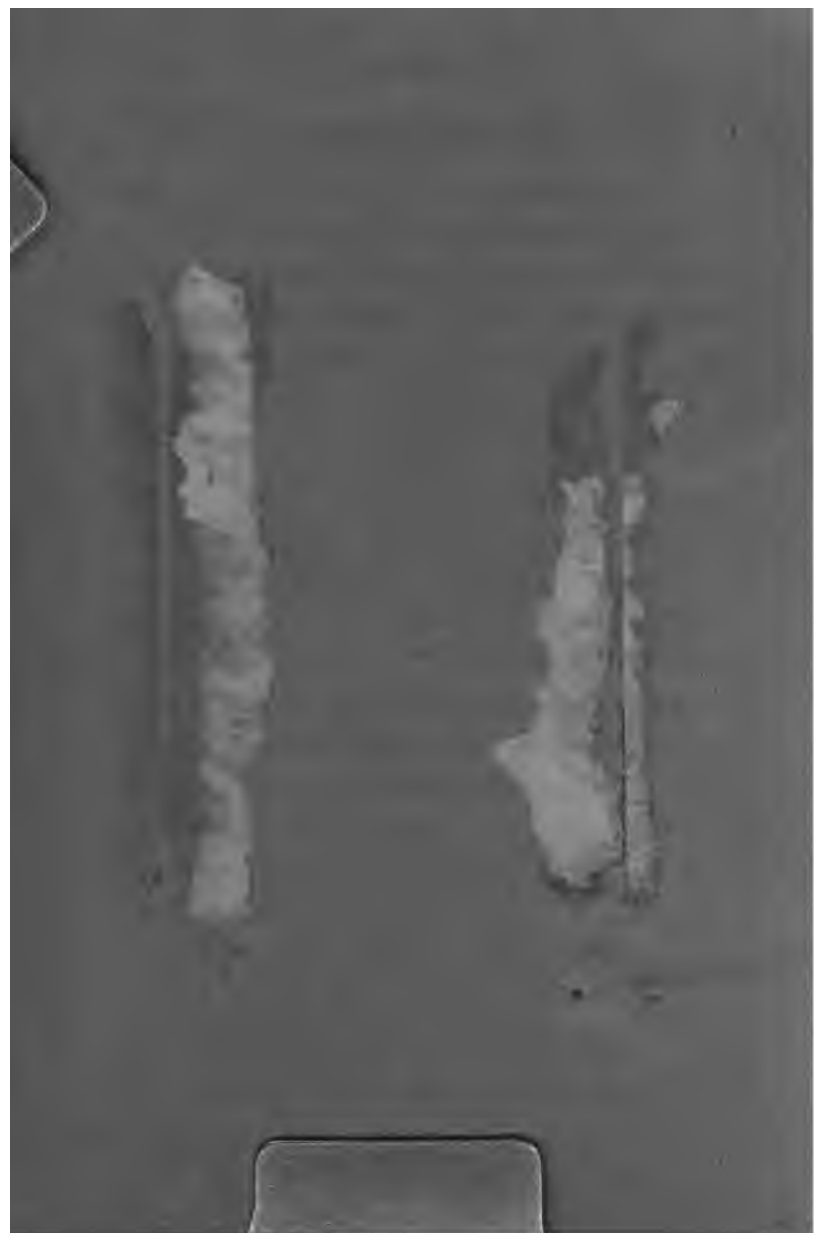
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An illustration of a cityscape at night. A large, domed building, likely a city hall or capitol, is the central focus, illuminated from below. To its right, there are silhouettes of trees and other buildings. The sky is a dark, muted blue. The entire scene is framed by a thin white border.

# The Building of Cities

James

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*EVERYCHILD'S SERIES*

THE BUILDING OF CITIES

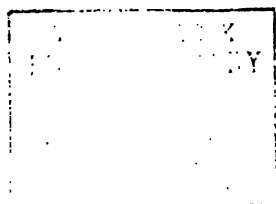
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*EVERYCHILD'S SERIES*

# THE BUILDING OF CITIES

BY

HARLEAN JAMES, A.B.

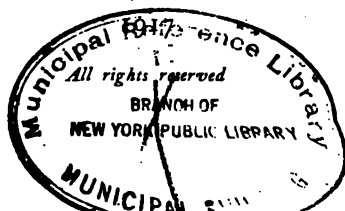
FORMERLY EXECUTIVE SECRETARY OF WOMEN'S CIVIC  
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ILLUSTRATIONS BY CHARLES K. STEVENS

*City planning*

New York

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**TO EVERY CHILD  
KNOW YOUR CITY  
AND TRY TO  
HELP YOUR CITY**



## PREFACE

A FEW years ago an ardent civic worker was explaining some local city problem to Miss Zona Gale, the author of the *Friendship Village Stories*. Miss Gale "took up the tale" and told what had really happened.

"Why, how did you know that?" exclaimed the surprised local inhabitant.

"I live in the world," replied Miss Gale. "These things happen in many cities."

The excuse for presenting these conversations about city building is that, under different names and dates, hundreds of cities in the United States must face exactly the same problems. The citizens of St. Paul, Minnesota, need not suffer from the mistakes of the citizens of New York; and the citizens of Baltimore, Maryland, may profit by the achievements of the citizens of Los

Angeles, California. It is not necessary for each city to make its own mistakes in its own way.

There is a tendency for each community to believe that its problems are absolutely local. The footways of Main Street must be widened to accommodate its special shopping crowds; the footways of Canal Street must be narrowed to make room for its special van traffic to railway terminals or shipping wharves. It is not always recognized that every city has a Main Street problem and a Canal Street problem.

When all the boys and girls of our public schools realize that some forty or fifty million people in the United States are facing city problems and that every local problem which may arise has probably been solved in *some* city, we may hope to avoid the deplorable spectacle of seeing a new industrial city repeat mistakes which our older cities made a hundred years ago and, perhaps, rectified twenty-five years ago.

It is hoped that the pupils will take this book home. Here are problems that fathers and mothers may discuss with their sons and daughters.

It is hoped that pupils will be asked to secure local information on each of the subjects. The conversations may be extended in the classroom. A City Building Club might be formed. Special committees could be appointed to collect items of interest. A class scrapbook containing photographs, newspaper items, accounts of trips, and local information might be made by selecting the best products of the class.

Above all, it is hoped that pupils will be taken on trips to see the city in process of building and to learn how *they* may help their city. The words of the book, which at best are only halting imitations of things done, will then become the intelligent directors of living action.

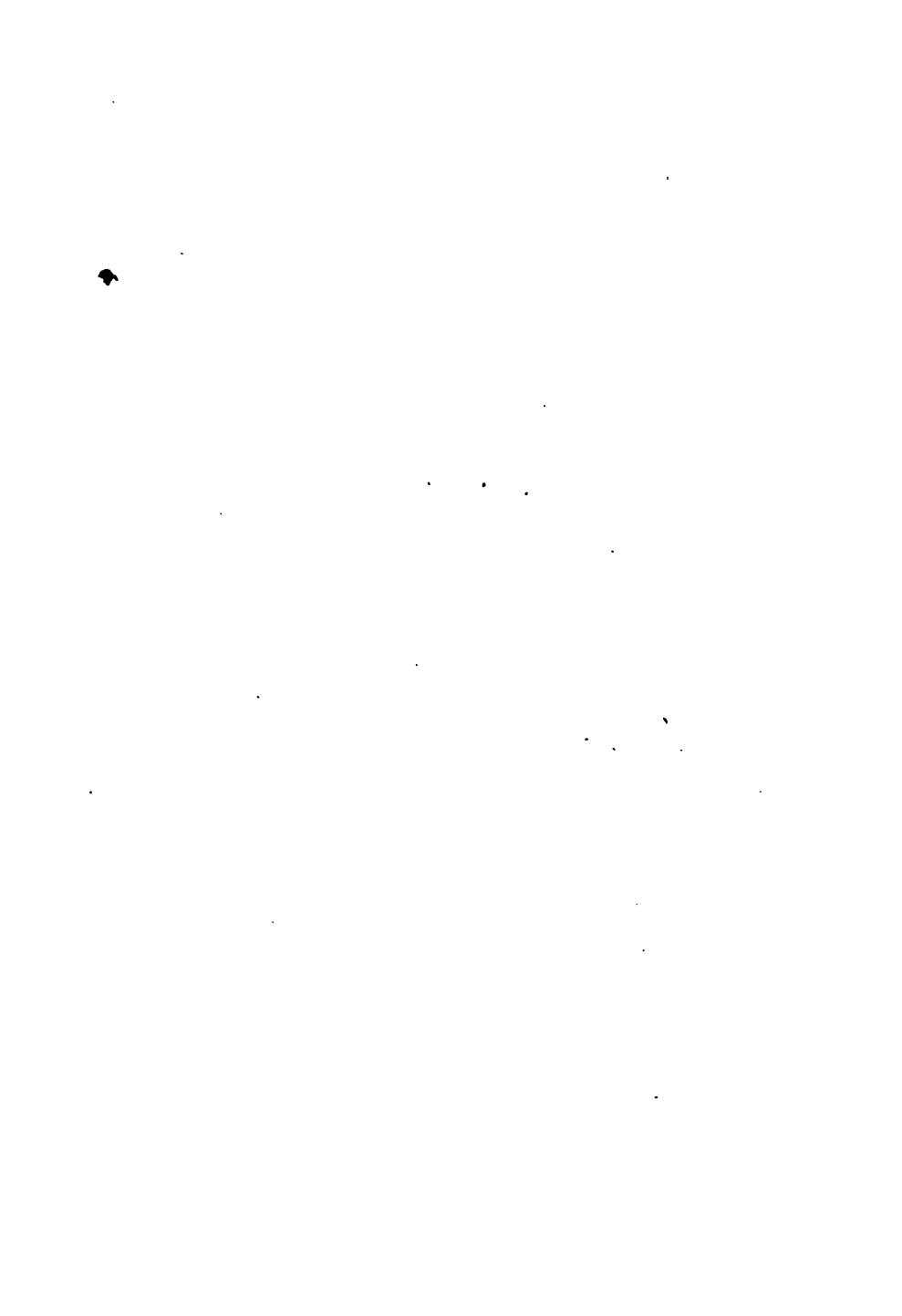
NEW YORK, February 28, 1917.





## ACKNOWLEDGMENTS

THERE is nothing new in *The Building of Cities*. The information in it has been drawn from books and reports on the subject. The annual reports of the National Conference on City Planning, the various issues of the *American City* magazine, the publications of the American Civic Association and the National Municipal League, and the books of Mr. John Nolen, Mr. Charles Mulford Robinson, and Professor Frank L. McVey have been particularly helpful. Special acknowledgment is due to Honorable Edward M. Bassett, who read the proof and made valuable suggestions. The courtesy of the *American City* and *Sunset* magazines in lending photographs to be copied is also gratefully acknowledged.



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# THE BUILDING OF CITIES

## ANycITY

EVERYBOY and Everygirl went out to walk in Anycity. They were accompanied by the Past, the Present, and the Future. Everyboy and Everygirl asked a great many questions, for they were curious, as are all boys and girls and all right-minded persons, to know why things are as they are. Sometimes the Past would answer their questions, sometimes the Present, and sometimes when there seemed no answer, the Future would speak softly and describe to them things as they might have been and as they might be. Sometimes they walked abroad; sometimes they lingered in the schoolroom.

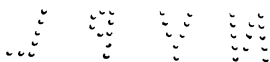
"Why is Anycity where it is?" asked Everyboy one day. "Why isn't it ten miles north of here or a hundred miles south, or even just over the hill out of sight of the river?"

"Ah, but the river is beautiful," said Everygirl. "Perhaps that is why Anycity lies close to its bank."

"That is not a good reason," said Everyboy. "The river is more beautiful from the hilltops far away than it is when we are close enough to see the ugly brown water, and the river banks are the ugliest place in town, you know that. Besides, men and women don't seem to care much about beautiful things. They like useful things."

"Some men do care for beautiful things," protested Everygirl. "The Keeper at the Park loves the grass and the trees and the flowers better than he loves us. Then in the new Court House there is the lovely picture of Washington crossing the Delaware; and all the statues in the Art Museum."

"Yes," said Everyboy, "but the Court House



is next to Shanty Town away off from the big City Hall, and the Art Museum is half hidden by the tall building where father has his office."

"I wonder how Anycity did start?" asked Everygirl, thinking of Everyboy's first question.

"If you are asking me," said the Past, "I can tell you a great deal about Anycity and all cities; but I can only speak to those who want to know and who will listen to what I say."

"Oh, we will listen!" exclaimed Everyboy and Everygirl together. "Please begin."

The Past, who loves to recall early days, smiled pleasantly, and proposed that they should walk down to the bend in the river where the pioneers built the first log cabins of Anycity.

They finally stopped before a log cabin with a stockade of logs running entirely around it. There was a stone at the gate and in the stone was a bronze tablet.



"This cabin and stockade are built of logs hewn by the first white settler on this Frontier, Daniel Any, for whom our city is named. The cabin and stockade, originally built in 1750, have been restored to accord with a sketch made by Any's son. This tablet is placed by the State Historical Society," read Everyboy.

"You see," said the Past, "in 1750 this country was all in the hands of the Indians, but the pioneers wished to open up the land to trade. Daniel Any and a little band of followers came up the river in boats and, in this sheltered cove, they set up a trading post. It was not long before other settlers came. Soon there was a regular river trade."

"That was the reason they stayed near the river, I suppose," said Everyboy.

"Yes," said the Past, "that was one reason. Another reason was that there were falls in the river just above, and a number of gristmills were built on mill races to grind the wheat which was soon grown on many acres."

"Oh, yes, we have seen the old mill wheel and the sluice gates," said Everygirl. "There is a tablet on the mill, but it was put there by the Daughters of the American Revolution."

"Was there any other reason for being near the river?" asked Everyboy.

"A good landing for boats and power for the mills were quite sufficient reasons, I think," said the Past. "Often in very ancient times towns were built near a stream so that the townspeople could easily provide drinking water. The early tribes used to snare fish for food. But the settlers of Anycity dug wells from which they could draw cool, clear water. The water which comes from our river to-day must be filtered before it is safe or pleasant to drink. As for food, the early settlers of Anycity depended on game from the near-by forests, and grain and vegetables from the neighboring clearings."

"Are all cities on rivers?" asked Everyboy.

"No, all cities are not on rivers nowadays.

In colonial times most of the cities were on rivers or bodies of water. New York, Philadelphia, Boston, and Baltimore were all ports. The river and lake towns grew and prospered so long as our main dependence was on water transportation. Then came the railroads, sometimes connecting river towns and sometimes leaving them far from the new routes of travel.

"I remember one town, especially," said the Past, reminiscently. "The early settlers of Rising Sun, Indiana, built boats and ran them up and down the Ohio River and even down the Mississippi to the Gulf of Mexico. They believed that their town was to be the metropolis of the West. It was very sad when the great trunk lines were built for the trains of cars drawn by steam locomotives and Rising Sun was left at a neglected turn of the river, many miles from the railroad. There was a time when Rising Sun had much better prospects than Cincinnati, and you know what a big city that is now."

"Yes," said Everygirl. "That is sad. I always feel sad when we visit the old mill. Why don't they use the wheel any more?"

"Oh, everybody knows that," said Every-boy. "One little wheel like that wouldn't grind enough flour in a year for a day's shipment from the big flour mills in the North."

"You are right," said the Present, who just then walked briskly up to where they sat. With bowed head, the Past was thinking, with Everygirl, of the once-busy mill wheel standing useless and neglected.

"We are living in an age of wonderful cities," said the Present a little boastfully. "In 1912 there were in the United States 195 cities with a population of over 30,000 each and a total population of nearly thirty million people."

"Well, well," said the Past, "and I can remember that in 1790 we had only one city larger than 30,000, and in 1850 we only had nineteen."

"Yes, we've been progressing pretty fast,"

said the Present. "In the New England states alone, we have thirty-two cities with over 30,000 people in each, — over three million in all. Our greatest growth has been in the Middle Atlantic section, where we have thirty-seven cities with a total population of nearly twelve million. I hope you know your geography," commented the Present, looking severely at Everyboy and Everygirl.

"Of course we do," they proudly asserted. "Northeast section, Middle Atlantic section, East North Central, West North Central, South Atlantic, East South Central, West South Central, Mountain, and Pacific."

"Very good," said the Present approvingly. "Now what about the cities in all those sections?"

"There are no cities in the mountain region except Denver and Salt Lake and Ogden and a few like that, very far apart," said Everyboy.

"Yes, we have no very large cities in the mountains, it is true," said the Present.

"Why is that?" asked Everyboy.

"Do you remember what I told you about the site of Anycity?" asked the Past, who had been waiting for the conversation to take a turn which would direct attention to old times.

"You said Anycity was near the river because the settlers came in boats," said Every-boy. "Of course, boats couldn't go up the mountain streams, but we have railroads now. Why can't the people go on the trains?"

"Some day," said the Present, "we may be able to take care of large cities in the mountains, but I will have to admit that it costs a great deal of money to bring in all the food and clothing of those who live there now. If it were not that the gold, silver, copper, and coal mines made their owners so wealthy, I fear our mountain cities would be smaller than they are. The mountain climate is very healthful and many who have become ill from bad houses or crowded tenements or damp mills or indoor occupations find health and vigor in these cities of the Rocky Mountains."

"Are there mills in every city?" asked Everygirl.

"Oh, no," said the Present. "Some cities depend mainly on mills and the people who work in them. Others have no mills, or only a few. There are different kinds of cities, trading cities, manufacturing cities, capital cities, college cities, and cities with many different activities. New York and San Francisco are seaports. Chicago, St. Louis, and Kansas City are railroad centers. Milwaukee, Buffalo, and Duluth are lake cities. Worcester, Massachusetts, and Paterson, New Jersey, are mill towns. Detroit, Grand Rapids, and Toledo are manufacturing centers. Pittsburgh and Gary have great steel mills. Cambridge, Massachusetts; Ithaca, New York; and Berkeley, California, are college towns. Minneapolis is a trading center in the grain district; Los Angeles, in the fruit district; and New Orleans, in the cotton district. At Washington, our national capital city, we find no large manufacturing enterprises.

Many of the capital cities in the States exist because of political reasons, and have few manufacturing interests. Some cities thrive because of the climate or their situation at the seaside or in the mountains. Atlantic City, New Jersey; St. Augustine, Florida; Hot Springs, Arkansas; and Santa Barbara, California, are pleasure or health resorts."

"I had no idea there were so many different kinds of cities!" exclaimed Everygirl.

"But they are alike, after all is said and done," said the Past gloomily. "Cities seem built to make folks uncomfortable. The street cars bump and jerk the people who ride in them and run over the people who try to walk. And as for those death machines, the modern automobiles, I'm sure I would much rather take my chances with the Indians in the early days than to try to cross the principal thoroughfare of Anycity during the busy hours. And as for riding in one of these seven-passenger touring cars, why there might be some pleasure in it, if the streets



were not full of holes and so narrow that a street car and a wagon block half the passageway, and the traffic policeman won't let you cross to the left side."

"You would run into some one coming from the other direction if you didn't stay on your own side," said Everyboy. "You must stay on your own side of the street if you don't want to have a collision."

"Of course I know that," admitted the Past, "but it was much nicer when you could drive along the road wherever you pleased."

"That was all very well for the times when half a dozen vehicles passed in an hour, but it won't do in our day when hundreds of automobiles, drays, and delivery carts pass busy crossings every hour in the day," said the Present.

"The dangers of the early days were few compared to the dangers of the modern city," declared the Past.

"That may be," said the Present, "but I, for one, am glad that I am living in this day

of inventions when city life offers so much to all who care to profit by the libraries, museums, theaters, parks, and playgrounds."

"How many of your citizens take advantage of the opportunities set before them?" questioned the Past.

"A great many of our leading citizens and all the school children have visited the Art Museum in the last few years," gravely stated the Present.

"Are your children all in school? And what about the citizens who work in the mills all day and the men and women who sew on garments all day and part of the night; do they visit the Art Museum?" questioned the Past.

"No-o, I hardly think they do," admitted the Present, "but we have parks for them."

"Are the parks near enough to their homes that they may walk to them as they once walked into the neighboring woods?" asked the Past.

"Well, no, they must ride on street cars to reach most of the parks. We've pulled down

a few buildings and made a few open squares near the homes of the people, but they can hardly be called parks, because they are so overrun with children all the time that the grass won't grow," complained the Present.

"Why is it," asked Everyboy, "that the Past and Present do not agree?"

"The Past," said the Present, "thinks only of what has happened and takes little account of what is happening."

"The Present," said the Past, "would do well to profit by my experience."

"Perhaps," said Everygirl, "you can, between you, tell us how Anycity came to be the city that it is."

"We can," said the Past and the Present. And so they began.

"Anycity gradually grew from a settlement of log cabins into the thriving city that it is to-day," began the Past. "The citizens met each day's problems as they arose, profiting little by the Past and thinking not at all of the Future. Their only consideration was the

Present's need. Streets planned to care for straggling village traffic proved to be much too narrow to take care of the congested city traffic of to-day."

"I am glad you mentioned that," said the Future. "I've been a little timid about joining you, but I can see that we can do much to improve the Present, just as the Present, with your advice, can do much to improve my domain."

"Of course I'm very glad to profit by the Past and to provide for the Future when I can, but you must remember that the times have changed since the old days when there was leisure to do all these things. To-day we are so busy building our cities as we go that we can find little time to think of the Future," explained the Present.

"And yet," said the Past, "I'm sure you will admit that your problems would be fewer if former generations had thought of the Future. If New York City had planned wide business streets, it would not have been

necessary to require owners of tall and costly buildings on lower Broadway to reconstruct the fronts at large expense in order to gain a few additional feet in the width of the sidewalks. If Baltimore had not taken it for granted that Charles Street would always be



WIDENING A CITY STREET BY MAKING THE SIDEWALKS  
NARROW

the main street of a village, it would not have been necessary to cut down the sidewalks a few inches to make room for a single line of traffic which would not encroach on the car tracks.”

"I will admit," said the Present, "that you have mentioned two mistakes, but I was young and inexperienced when I planned New York and Baltimore to meet my conditions. I am not making the same mistakes in Anycity to-day."

"What about that new Railroad Station?" questioned the Future. "How many years do you think it will be before it will have to be enlarged if Anycity grows as it has in the past? And will those tunnels you constructed at such large expense last year take care of the freight and passenger trains that will be coming into Anycity ten years from to-day?"

"That is just what my mother said!" exclaimed Everygirl.

"But father said that the Railroad Company couldn't afford to spend more money now when the present business wouldn't pay for the extra space," said Everyboy.

"There is one city in the United States," said the Future, "where the Past and I co-

operated with very good result. Perhaps the Past, who is a little more accustomed to speaking than I, will tell you about it."

"We will meet to-morrow after school," said the Past.

## WASHINGTON — OUR CAPITAL CITY

"It is seldom," began the Past, "that the founders of cities plan for the Future. Usually, by the time the city planners are called in, the character of the city is already settled and all that the planners for the Future can do is to accept the general layout of streets and make such changes as seem most necessary. This is true of Anycity. Cities which have grown because of prosperous mills and factories are apt to be built after a haphazard fashion as the needs of the Present dictate.

"Occasionally, however, a city is consciously located and planned to fit its needs. This is true of the city of Washington. George Washington, on the advice of Thomas Jefferson, secured the services of Pierre Charles L'Enfant to lay out the capital city. The Father of our Country is really, also,



the Father of the City of Washington, the best-planned city in the United States."

"May I venture to suggest," said the Present, "that even in Washington there already existed a village with streets laid out to form rectangles? There are some very ancient cities laid out on this plan. Major L'Enfant did not change these streets and replot the city. He made use of the street system already laid out."

"Yes," said the Past, "he did use the rectangular plan, but he so crossed these streets with diagonal thoroughfares that he changed the character of the whole city. It is possible to go from northeast Washington to southwest Washington by way of diagonal avenues which save the necessity of going around the entire two sides of the square. The open triangular spaces formed at the junctures of the streets add greatly to the charm of the streets and buildings.

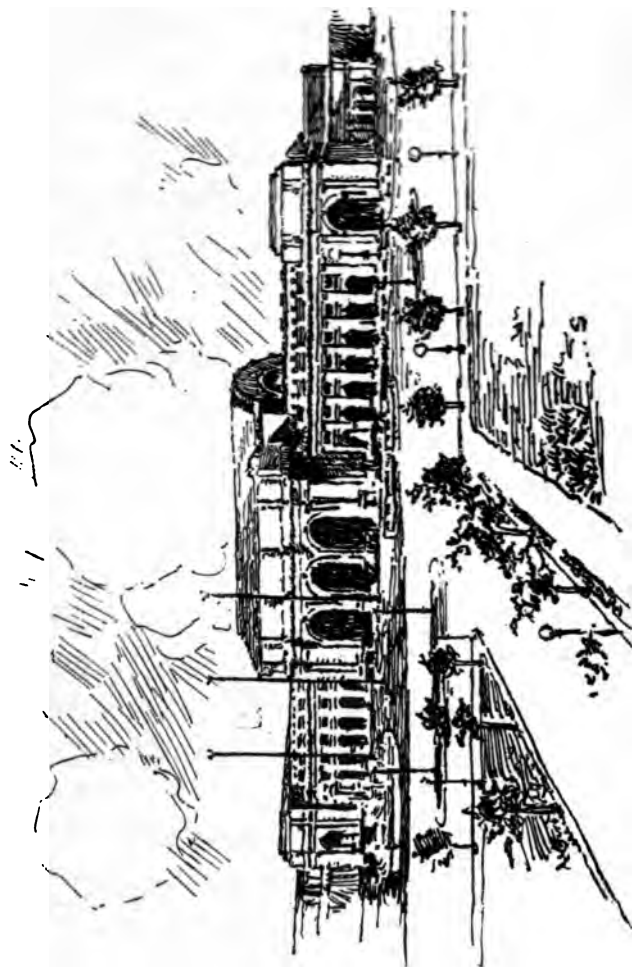
"As is entirely proper in a capital city, the streets were planned to converge toward the

capitol building, which, situated on high ground overlooking the city and the Potomac River, is one of the most stately buildings in the world. The grounds slope so that a fine effect is obtained from the approaches. The broad flights of steps add greatly to the impressiveness of the building."

"Yes," said the Present, "I must admit that the Capitol is a fine building, but the Senate Building on one side and the House of Representatives on the other are also handsome buildings."

"Ah," said the Future, "they do not compare with the new Union Station, which is large enough to serve for many years to come and is considered one of the most beautiful stations in the world. If the present plans are carried out, the entrance to the City of Washington will equal that of any of the old-world cities of which my friend, the Past, loves to tell."

"I am sure," said the Past, "that when Major L'Enfant pictured in his mind's eye



UNION STATION, WASHINGTON, WHICH IS LARGE ENOUGH TO SERVE FOR MANY YEARS

the long stretch of Pennsylvania Avenue from the Capitol to the White House, he never imagined seeing huge electric signs recommending wearing apparel, food, and moving pictures to all who pass by."

"We are planning to change that," said the Future. "Some day Pennsylvania Avenue, 6000 feet long and 160 feet wide, will be bordered by handsome public buildings and redeemed from the ugliness into which the Present has allowed it to develop."

"Why, I never planned Pennsylvania Avenue as it is to-day. It is a heritage from the Past," protested the Present.

"Pennsylvania Avenue is not made ugly by its old buildings but by its modern electric signs and painted advertisements," quietly affirmed the Past.

"The signs are doomed to go," said the Future. "Pennsylvania Avenue must be in keeping with the parked Mall, a sixth of a mile wide, which runs from the Capitol past the Washington Monument to the banks of

the Potomac River where the Lincoln Memorial will be erected. Here a memorial bridge is being built to unite the North and the South and to give a direct road to Arlington, the National Cemetery. From the Washington Monument a cross parking leads to the White House and forms a triangle with Pennsylvania Avenue."

"Neither you, the Past, nor you, the Future, can point to a building more lovely than the Pan-American which I think I may justly claim," spoke up the Present.

"You are right," said the Future. "I only hope that all the new buildings planned for the Mall may be as much to your credit."

"Pray do not overlook the Library of Congress, which has been some years in building," said the Past. "It is a model of impressive architecture. The mural paintings of historical scenes and pictures of achievements in science and letters are all reminders of my greatness."

"Do not forget, however, that the Library

of Congress renders efficient assistance to libraries all over the country in the way of information, book lists, and catalogue cards," said the Present. "A beautiful building houses a useful work."

"Are there no ugly spots in Washington?" asked Everygirl.

"I am sorry to say that there are many," admitted the Past. "For a great many years the people and officials forgot about L'Enfant's plans. There were not many citizens who lived in Washington, and between sessions of Congress all who could departed from the city. Since the Civil War the city has been transformed from 'a straggling, dirty town into a worthy and beautiful national capital.' The city of Washington, with its parks, its tree-lined streets, its handsome homes, has a charm not equaled by any other city in America. But there are still incredible blots on the City Beautiful. For years there have been alley houses, shut in from sun and air and removed from the sanitary advantages of

open streets. After the war nearly fifty thousand freed negroes came penniless into the city and found shelter in alley shacks. While Washington was being transformed into a magnificent city, it was thus harboring, out of sight from the streets, within the centers of blocks lined with stately homes, a miserable, neglected population."

"You have been inclined to criticize my lack of consideration for the Future," said the Present. "I must say that the problem of alley houses which has been thrown on my shoulders by the Past is much more serious than the problems which I am leaving to the Future to solve."

"In ten years there will be no alley houses in Washington," said the Future. "Congress has passed a bill providing that one tenth of them shall be torn down each year and the population housed elsewhere. Several building companies have built clean houses and more are in course of erection."

"I thought you started to tell us about

Anycity," said Everyboy, "and here you are telling all about Washington."

"I have been giving you a Point of View," said the Past. "I will tell you about the experiences of other cities, and then, when we come back to Anycity, you will look at it with new spectacles and see it as it is and as it might be."

"What city will you tell us about next?" asked Everygirl. "If you have begun with the best city, we're sure to be disappointed in the rest. Anycity doesn't seem half so nice to me since I have heard about Washington."

"Think of me," said the Future. "I can help Anycity to be even more beautiful than Washington if the Present will only work with me."

"And now," said the Past, "we will tell you how some cities have been rebuilt after great disasters."



## NEGLECTED OPPORTUNITIES

"FROM the earliest times," said the Past, "we have records of disastrous fires in cities. Often these fires have proved blessings in disguise because they gave an opportunity for rebuilding on a better plan with better materials.

"The city of Chicago was partly destroyed by fire three times before the great Chicago fire of 1871. It was claimed that \$192,000,000 worth of property was lost in that fire. Nearly 200,000 people were made homeless and deprived of their means of earning a living."

"That is nearly as many people as we have all together in Anycity," commented Every-boy.

"What did they do?" asked Everygirl.

"They went to work with indomitable



## CHICAGO

1-16, 23-24 Parks and Boulevards; 17 Lake Calumet; 18 Chicago River; 19-20 Canal; 21 Packing Houses; 22 Stockyards; 25-26 Places of Interest

energy," said the Past, "and rebuilt the city. By 1880 the population had reached half a million and by 1890 over a million. In 1900 the census reported a population of 1,698,000 and in 1910 the city had over two million people."

"What made it grow so fast?" asked Everyboy.

"Can you tell me where it is located?" asked the Present, who wished to put in a word now and then.

"It is just at the foot of Lake Michigan, of course," said Everyboy. "But there are other Lake cities and they are not so large as Chicago."

"True," said the Present. "Did you ever notice how Lake Michigan extends into the Mississippi Valley, and is surrounded on three sides by fertile lands?"

"Of course I always knew the other lakes were on the boundary between the United States and Canada and that Lake Michigan was bordered by Michigan, Wisconsin, and

just the edge of Illinois and Indiana," said Everyboy.

"The Indians used to camp on the site of the present city of Chicago," resumed the Past, "when they came in canoes down the lakes. There was quite a long portage to the first navigable waters of the river which flowed into the Mississippi."

"What is a portage?" asked Everyboy.

"Oh, I know," said Everygirl. "It's where they had to carry their canoes from one stream to another."

"And now," said the Present, "boats bring goods and passengers and deposit them in Chicago, from which they are carried by train all over the Middle West."

"Yes," said the Past, "Chicago was built at the meeting place of land and water travel. But the ground was flat and the city was laid out on the 'gridiron' plan; that is, the streets cross each other at right angles. The blocks in most parts of the city are long in their north and south measurements and short in their

east and west sides. The city has spread, mainly north and south, by a simple extension of its streets."

"It was certainly unfortunate," remarked the Future, "that, when the great fire of 1871 cleared away the old buildings, some great city planner did not propose and carry through a new plan for diagonal streets."

"It is true," said the Present, "that the opportunity to change the street layout was lost; but the city profited in many ways by the fire. Many unsightly buildings were burned. Many handsome public buildings and business structures were built on the cleared land."

"But it was a pity," said the Future, "that no one thought of the time when Chicago would be a city of over two million people and need diagonal thoroughfares to allow its vast population to have easy access to all parts of the city."

"Ah," sighed the Past, "that was but one of many instances where the people failed to

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profit by the Past to build for the Future. Now I will tell you the story of a city that was very wonderfully rebuilt after a terrible flood disaster. Can either of you tell me what city it is?"

"I think it must be Galveston," suggested Everygirl.

"You are right," said the Past. "In 1900, Galveston, Texas, a thriving city of 38,000 people, situated on a coast island in the Gulf of Mexico, was almost totally destroyed by flood caused by a hurricane. Eight thousand persons lost their lives and \$20,000,000 worth of property was destroyed. Twenty thousand of the survivors remained to help rebuild the city."

"Weren't they afraid the flood would come and sweep them away again?" asked Every-boy.

"They were afraid of just that," replied the Past, "and so a great sea wall was built, seventeen feet high and sixteen feet wide at the base and five feet at the crest. The city

was raised nearly twenty feet above its former grade. Houses were raised on stilts, street-car lines were built on trestles and sidewalk bridges were constructed; while 20,000,000



THE GALVESTON SEA WALL WHICH WAS BUILT TO GUARD  
THE CITY FROM FLOOD

cubic yards of sand were dredged from the bed of the Gulf of Mexico and pumped into the city at a cost of \$2,500,000, after which sidewalks, paved streets, and car tracks were relaid, fences rebuilt, and all vegetation replanted. The rebuilding of Galveston was really a very remarkable achievement."

"Just think of raising a city about two stories in the air and then building up the ground to reach it!" exclaimed Everygirl. "I wonder how the people hung out their clothes to dry when their houses were up on stilts?"

"Did the people really live in the houses while they were up in the air?" asked Every-boy.

"Yes," answered the Past. "It wasn't a very comfortable time for the people of Galveston, but they were willing to suffer discomfort in order to rebuild their city and make it safe."

"It is really a very important city, now," said the Present. "It is said that a million visitors come to Galveston annually seeking pleasure or health. The port of Galveston exports more cotton than any other port in the world. Next to New York it vies with New Orleans as the largest port in the United States, judged by the value of the exports and imports, which amounted in 1913 to \$24,862,623."

"I didn't know Galveston was such an



important city," remarked Everygirl. "I never heard anything about it, except that it had a flood."

"The city is now a very attractive place. It is connected with the mainland by an ornamental bridge," announced the Present.

"I think the most interesting thing about Galveston is its form of government," said the Future. "In order to rebuild the city without waste of energy and money, a business form of government was adopted. This is called the Commission form of government, and it has been so thoroughly approved by other cities in the country that, with some changes, over 400 have now adopted it."

"Is that the kind of government they have in the new charter for Anycity?" asked Everyboy.

"Yes," replied the Future, "the new charter provides for Commission form of government with a city manager."

"Just like the business manager of a railroad company?" asked Everyboy.

"Very much like that," replied the Future.

"There are other cities that have suffered disasters," resumed the Past. "There was a fire in the city of Baltimore in 1904. It destroyed \$50,000,000 worth of property in the old part of the city. The streets had been narrow and crooked. Many of these were widened and straightened, and to-day the entire burned district has been rebuilt."

"Baltimore made some improvements," said the Future, "but she missed some opportunities."

"Are you going to tell us about any more cities that have had disasters?" asked Everygirl.

"Can you think of a city that suffered a very great disaster not many years ago?" questioned the Past.

"There was the San Francisco earthquake, wasn't there?" asked Everygirl.

"Yes," said the Past, "in 1906 a severe earthquake shock visited the city of San Francisco. Fires broke out in dozens of places.

The water mains had been destroyed and the fire burned for three days and nights, causing a total loss of \$350,000,000 worth of property."

"Were any people killed?" asked Every-boy.

"No one will ever know just how many people were killed, but probably more than a thousand were killed in the earthquake. Some parts of the city were on made ground. One hotel in this part of the town collapsed. Brick walls fell out, leaving bedrooms exposed to view with the furniture standing just as the people left it when they fled for their lives."

"One good result of the fire was the rebuilding of Chinatown on top of the ground," said the Present. "Underground Chinatown was one of the sights of old San Francisco. The houses covered cellars three and four stories down. The fire also swept over the old part of the city where dilapidated wooden houses lined the streets."

"Yes," said the Future, "that was one improvement San Francisco did make; but San Francisco lost a great opportunity to replot its streets."

"That is just what you said of the other cities," commented Everygirl.

"It is true in every case; but San Francisco needed a new plan more than any of the other cities. There the 'gridiron' plan is applied to a succession of steep hills and deep valleys. Many of the streets of San Francisco are so steep that no horse or motor can ascend them. The old-fashioned cable car system, which was invented in San Francisco, is still used on some of its steepest hills. In 1915 a great exposition was held in San Francisco. Just as the World's Fair in Chicago in 1893 was the beginning of a more beautiful city, it is hoped that the Panama-Pacific Exposition will be the beginning of a better city. Nevertheless San Francisco lost a great opportunity in 1906," repeated the Future.

"Are there lost opportunities in cities where

they have not had great disasters?" asked Everygirl.

"There are lost opportunities in every city from my point of view," said the Future sadly. "The older and more crowded a city becomes the more apparent are the mistakes of building for the Present instead of planning for the Future. The cost of replanning a city is tremendous. It is said that over a hundred million dollars have already been spent in London for improvements which could have been secured for little or nothing had the people exercised forethought. London is planning to cut through two great thoroughfares at an estimated cost of \$125,000,000 for land alone. To relieve congestion London is creating an extensive park system. I read in the Report of the Chicago Plan Commission that 'to create her parks London must acquire land which has quadrupled in value within thirty years. London is widening and straightening her streets. To do it she is appropriating frontage that costs twice as

much as it would have cost a few years ago. London must do these things regardless of the money cost, agree the learned men, the publicists, and the merchants of the world's greatest city, or by congestion of her streets and building area be halted in her growth and progress, and eventually forced to decay and degeneracy.'"

"But London is the largest city there is. Anycity will never be so big as London," objected Everyboy.

"No, it is far from probable that Anycity will ever be so large as London," replied the Future.

"But," asked the Past, "do you know how much Anycity gained in population during the last ten years or the last twenty years?"

"Oh, it tells that in the back of the geography, where there is a map of our state and something about all of our cities. We had 90,000 people in 1890, 150,000 in 1900, and 230,000 in 1910," said Everygirl.

"And how many people do you suppose

Anycity will have by 1920?" asked the Future.

"Why," said Everygirl, "we gained 80,000 from 1900 to 1910. If we gain 80,000 from 1910 to 1920, we will have 310,000."

"But won't we gain in proportion?" asked Everyboy.

"If Anycity lives up to its opportunities it probably will gain in proportion," answered the Future.

"Then," said Everyboy, "we ought to have 445,000 people by 1920, and by 1930 — why we would have more than half a million," he added in astonishment.

"Well now I see what mother meant when she said our Union Station wouldn't be large enough to accommodate the city in ten or twenty years from now," said Everygirl.

"Still father seems right when he says that the people to-day can't afford to pay for accommodations for the people who aren't here yet," argued Everyboy.

"There is a way to build large buildings and

still let the people of to-morrow help pay for them. Did you ever hear of bonds?" asked the Future.

"Oh, yes," said Everyboy. "Anycity issued bonds to build the waterworks, and sold them at a newspaper office to anybody who wanted to buy them. Father bought ten of them. He explained that he was loaning the money to the city so they could build the waterworks now, and that the city would pay him interest every year just as people pay rent for houses, and in twenty years the city would pay him back his money."

"You see," said the Future, "twenty years from now there will be more people paying taxes to the city in order to help pay off those twenty-year bonds. And in the same way the people of the Future could help to pay for a railroad station built to-day."

"How do the people of the Future get the money to pay off the bonds when they are due?" asked Everyboy.

"I am glad you mentioned that," said the



Future. "If the finances of a city are properly managed, some money will be put away each year into what is called a sinking fund, and when the bonds fall due there will be the money to redeem them."

"But," asked Everygirl, "is it always right for the people of the future to pay for things that we use to-day?"

"No," replied the Future, "unless there are advantages for the people of the future they should not be required to pay for improvements. The debts from the bonds of the past in some cities have grown so large that the people of to-day cannot afford to make the improvements that they need. It is a very bad thing for a city to issue bonds and make no provision for paying the money to the bondholders when the bonds are due. It is unfair to the people of the future for a city to issue bonds to pay for expenses that should be paid by the people of to-day."

"It is also unfair," remarked the Present, "that the people of the past should have sold

land for little money to private individuals and that the people of to-day should be forced to buy back that land for public purposes at high prices."

"I am sure you remember when Anycity bought the ground for the new school in your district," said the Past.

"Yes," said Everyboy, "father said it cost the city three times what it would have cost if it had been bought ten years ago."

"And mother said the plot was much too small," added Everygirl.

"Anycity has also paid a very large price for its parks," said the Past.

"And I heard mother say that they could hardly raise enough money to buy a few little playgrounds in the crowded part of the city," said Everygirl. "She said the city had once owned the very ground it was now buying back at about a hundred times the price the city received for it fifty years ago."

"I am glad to say, however," said the

Future, "that the cities are waking up and beginning to take thought for the morrow."

"Tell us about the plans of some of the cities," said Everyboy.

"Let us begin with New York," said the Future.

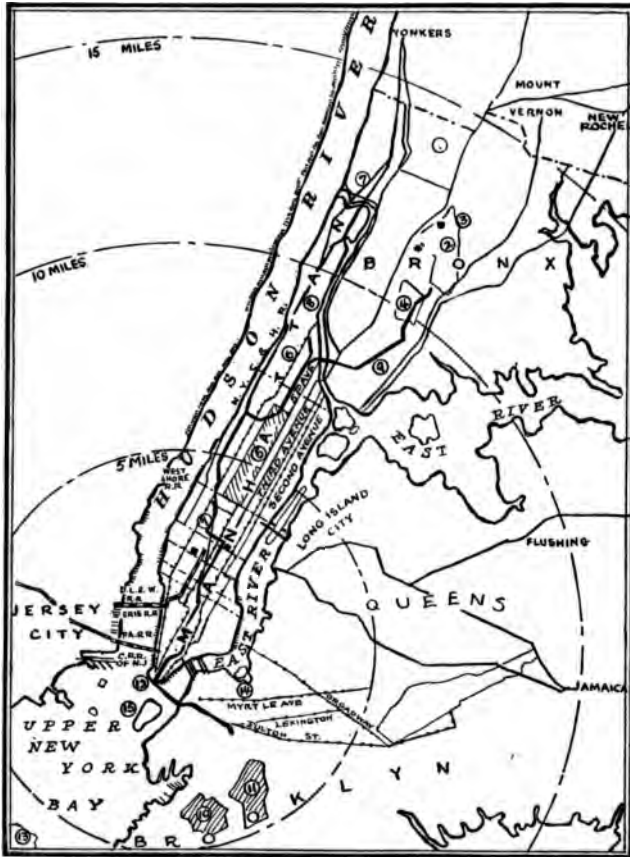
## CITY PLANS

### NEW YORK

"I DON'T know how true it is," said the Past, "but I have heard that the first plan of the City of New York was made by DeWitt Clinton and a committee to plan for the growth of New York northward. They drew a map of lower New York and then divided it into oblongs with a ruler, making blocks long in their east and west measurements and narrow along their north and south sides."

"And for that reason," said the Present, "most of the houses face north or south."

"But," said the Past, "there was already a town on the lower end of Manhattan. The streets were narrow and irregular. Broadway had already become an important street and it was allowed to remain, crossing at random the neatly laid out streets of the new



NEW YORK CITY

1-4, 6-9, 11, 12 Parks; 5 Central Park; 10 Greenwood Cemetery; 13 Richmond; 14 U. S. Navy Yard; 15 Governor's Island

plan. Union and Madison Squares are formed by the spaces left at the crossings of this diagonal street.

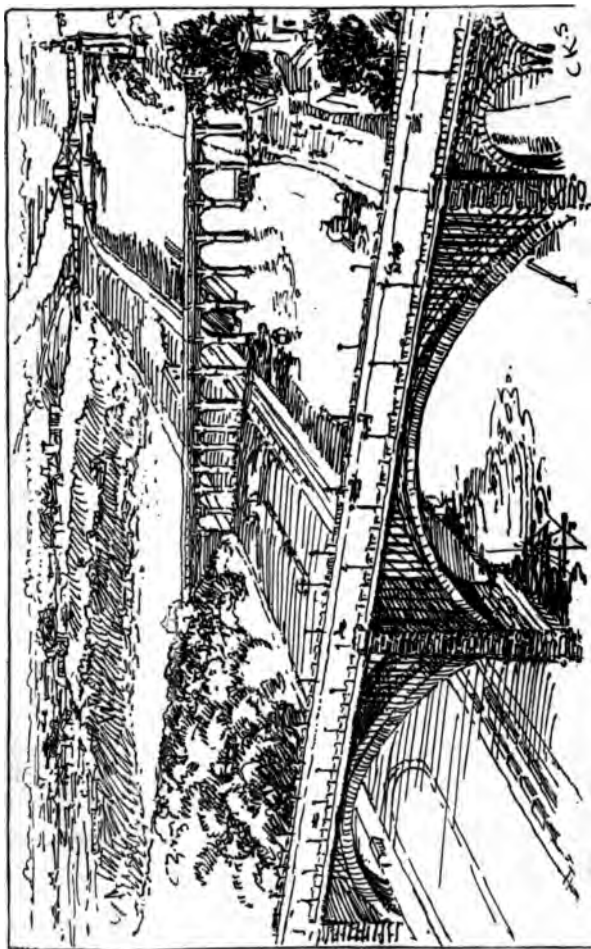
"The City of New York is located on the narrow strip of land which is bounded by the Hudson and East rivers. The city has had to grow northward, though the population centering around New York has spilled across the waters into Brooklyn and Long Island City on Long Island, and into Jersey City, Hoboken, and numerous other cities on the Jersey side of the Hudson."

"I suppose if we counted all those cities, New York would be bigger than London, wouldn't it?" inquired Everyboy.

"I think we could safely say that it would," spoke up the Present.

"The larger New York grows, the more the people will suffer from the mistakes of the gridiron plan of streets," urged the Future. "As one goes north, the bluffs along the river front grow steeper."

"Ah, yes, the palisades, cliffs resembling



WASHINGTON AND HIGH BRIDGES CONNECTING THE BOROUGH OF MANHATTAN AND  
THE BRONX

fortified castles, have always been one of the sights included in the pleasure trips of the river boats," said the Past.

"But over these uneven surfaces, the grid-iron plan has been persistently extended," complained the Future. "Even at Morning-side Heights, where the cliff is precipitous, the streets on the lower level end abruptly in a narrow strip of parking at the base of the cliff, and on the height above is found the counterpart of each street below. At intervals flights of steps are provided for pedestrians, but no effort has been made to adapt the street plan to the hills and valleys."

"What kind of a street plan ought New York to have?" asked Everyboy.

"When a road is built in the mountains," replied the Future, "a competent engineer is employed to survey the route and to lay out a good grade. This is true of railroads and wagon roads. No railroad in the country is laid straight up one side of a hill and down the other, and yet street cars are forced to climb



hills and run down into valleys because of the arbitrary plan of streets in New York. When a new piece of land is to be subdivided to-day, competent engineers study the hills and valleys and plan roads to ascend the heights gradually by running around mounds instead of over them. Some day I will explain to you more about the streets of cities, but I think I have said enough to show you that New York has lost an opportunity to make the best use of the land in street arrangement for the convenience of the people. I want to call your attention now to some other mistakes that New York has made."

"Why, I thought New York was the most wonderful city in the world," exclaimed Everygirl.

"It is very wonderful," maintained the Present. "The Brooklyn Bridge has been suspended across the water to unite New York and Brooklyn, and a tunnel has been built under the Hudson River. The New York Public Library, the Metropolitan Mu-

seum of Art, the terminal station of the Pennsylvania Railroad, and the Grand Central Station are dignified structures built of handsome materials. The Custom House and the Post Office are well designed. The new Municipal Building is a triumph in modern city architecture."

"But," protested the Future, "beautiful buildings are much more beautiful when they are grouped harmoniously and when there are open vistas through which they may be seen. Try walking down lower Broadway some day and you will soon find that you have to twist your neck to catch even a glimpse of the upper stories of the skyscrapers along its sides. The citizens of New York have been enterprising, but they have exercised individual enterprise without community coöperation. The new Municipal Building, a huge skyscraper, modified and glorified by a municipal tower which pierces the clouds, has no proper setting. When the United States built the really magnificent Post Office there was no space for a

Civic Center where municipal and federal buildings might lend grace and harmony to one another."

"Mother thinks we ought to have a civic center in Anycity," remarked Everygirl. "Is that what she means — to build all the public buildings near together?"

"A civic center usually groups the buildings, yes," replied the Future, "but it is also important to provide open spaces, to frame the picture of the buildings with grounds in order that the full beauty of the buildings may be seen and appreciated."

"Our city hall is very big," said Everyboy.

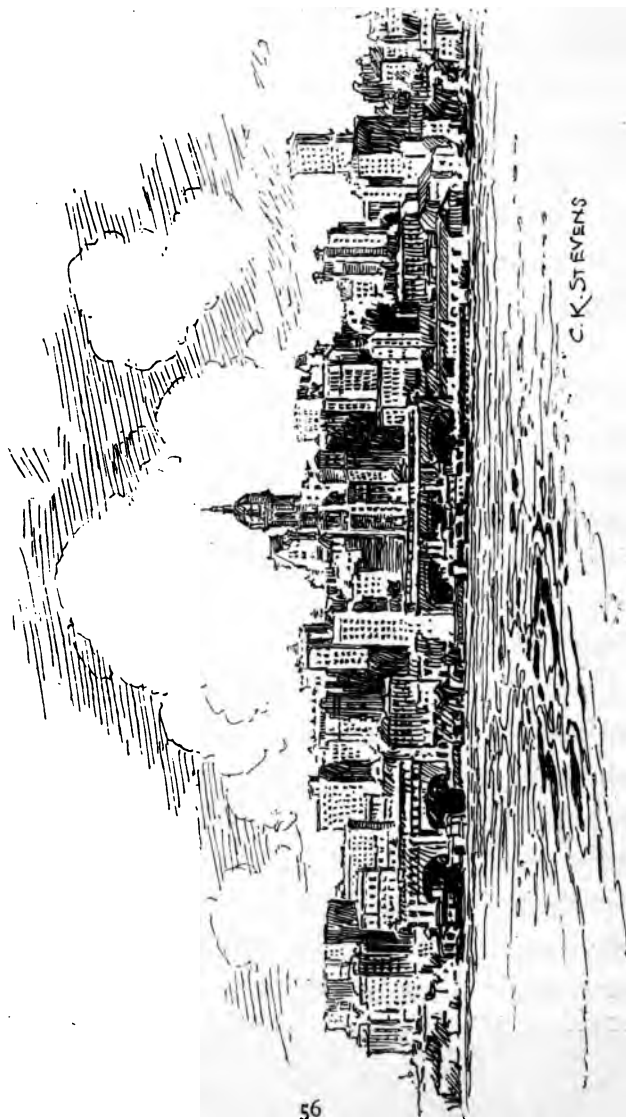
"But it is very ugly," said Everygirl.

"True," said the Past. "It was built at a period when Americans favored towers and cupolas and gingerbread decorations. The public buildings erected in colonial days were usually in better taste. The capitol at Washington is marvelously beautiful and some of our states have been wise enough to build their capitols in much the same style."

"To-day, I am glad to say," spoke up the Present, "our cities are building their city halls in better taste. The city hall at Springfield, Massachusetts, is very stately. It faces an open square so that the citizens may see it from many directions and from afar."

"But the city of New York has a setting that is not equaled by any other city in the country, with the possible exception of San Francisco," declared the Past. "The harbor entrance is very beautiful. Incoming passengers on trans-Atlantic boats are also impressed by the colossal Statue of Liberty which was presented by the people of France to the people of the United States, dedicated 'to the friendship of nations and the peace of the world.'"

"I grant you that the harbor is magnificent," admitted the Future, "but please observe how the waterfront has been disfigured by inconvenient and ugly wharves. The Bush Terminal in Brooklyn will, indeed, provide warehouses, docks, and loading facil-



THE TALL BUILDINGS OF LOWER NEW YORK CITY AS THEY ARE SEEN FROM THE HARBOR

ities of an unusual order, but we are far behind the ports of Europe in our docking arrangements.

“You spoke just now of Brooklyn Bridge, a remarkable piece of engineering. You did not refer to the entrance on the New York side, which has been called the ‘bottle neck’ of congestion. Perhaps there is no place in the world where, at times, so many people try to crowd into so small a space. They fight their way on to the street cars. Thousands walk across the bridge. The street traffic is enormous. The Brooklyn Bridge, a marvelous achievement in itself, fails to connect with traffic arrangements at either end to give the best public service. New York needed something more than a bridge. It needed a plan which should include, with the bridge, traffic and transportation arrangements to avoid delays caused by overcrowding the entrances to the bridge.”

“We haven’t anything like that in Any-city,” remarked Everyboy virtuously.

"No," said the Future, "not at present, because the bridges that lead to the suburbs across the river are broad, and connect with the parked river drive in such a way that the street cars cross the driveway and bridge on one level and pedestrians and motors on another. Anycity is to be congratulated on its forethought in this respect. The arrangement is convenient now, and it will prove even more useful as the traffic increases."

"I'm glad we have done one thing better than New York," said Everyboy.

"Anycity may still profit by the mistakes of New York," responded the Future dryly. "Lower Broadway, threading its cavernous way between huge buildings, is a monument to shortsightedness. Within recent years the fronts of buildings and projecting ornaments have been cut off to widen the footway. The street is much too narrow to serve its present needs. Upper Fifth Avenue has been widened at great expense. It has even been proposed to open a north and south avenue

between Fifth and Sixth Avenues, a project that would probably cost \$150,000,000."

"Why would it cost so much money?" asked Everyboy.

"Because the city would have to buy land that has become enormously valuable and would also have to pay for many expensive buildings which now stand on the land. Of course, the buildings would have to be torn down and would be no use to the city, but the



NARROW STREET BETWEEN  
TALL BUILDINGS



city would have to pay for them in order to secure the open space for the streets," explained the Future.

"But why is the land so valuable?" questioned Everyboy.

"College professors and prominent business men do not all agree concerning that," replied the Future, "but I think I am safe in saying this much: New York has many customers of retail stores — do you know the difference between retail and wholesale stores?"

"I do," said Everygirl. "The customers mostly go to retail stores themselves and buy what they want to be sent home, but the wholesale stores can be anywhere because they send their goods in big quantities by freight or wagon to the retail stores."

"Very good," commented the Future. "I am sure you will now see why it is that, after a few large and important retail stores are established in a locality, all the others want to be as near as possible in order to attract the attention of those who come down town to

shop. Partly for this reason and partly because of the actual limitation of space, land is made to serve its largest purpose by the erection of tall buildings. And because there are so many people who are willing to pay big prices for the land in order to conduct their business at a profit, there comes to be a large demand for land in particular localities. That is why it would be so expensive for the city of New York to buy the land to make a new street in the shopping district."

"But wouldn't the land which is now on the inside of the block face on a real street then?" asked Everyboy.

"Yes," replied the Future, "and it would be more valuable. It would bring something to the city from increased taxes. Can you tell me how?"

"Everybody who owns property must pay taxes to the city, I know that," answered Everyboy.

"Yes," said the Future, "you are right, but each real estate and building owner pays taxes

in proportion to the value of his property. Property fronting on a street is more valuable than inside property and would thus pay larger taxes. But as tax rates vary, generally in cities from \$1 to \$2 yearly for every \$100 worth of value, it would take the city some time to collect \$150,000,000 in taxes. That would mean that if the property increased \$150,000,000 in value, it would take fifty years for the city to get back the money in taxes at a \$2 rate."

"In Germany," said the Present, "cities buy more land than they mean to use, and sell or rent the land which is benefited. In this way improvements are often a source of income. The stockholder citizens of some of their towns actually collect dividends instead of paying taxes."

"What are dividends?" asked Everygirl.

"Oh, I know what they are," exclaimed Everyboy. "If you own stock in a company, the company pays you dividends."

"Quite right," said the Present.

"Why don't they do that in New York?" asked Everygirl.

"I hope they will some day," said the Future, "but the principle of *excess condemnation*, which allows cities to take from private owners at a fair price *more* land than that to be used for public improvements, is not popular in the United States. There is a law permitting it in the State of Maryland, but as yet it has not been actually tried. Certainly New York would be much more sightly if the city controlled its water front. Riverside Drive, which might be one of the most beautiful drives in the world, is marred by the unsightly development of the river front.

"But the worst mistake of New York," continued the Future, "has resulted in the terrible slum district on the lower East Side. This has been the cause of untold misery."

"Why has it made so much trouble?" asked Everygirl.

"For a great many years," explained the Past, "shiploads of people from Europe have

poured into New York. The lower East Side has become more and more crowded. Landlords have allowed buildings to become dilapidated and have covered almost every inch of ground with more buildings. The people have had to live in dark, damp rooms, whole families crowded together in space hardly large enough for one person. From 1881-5 the death rate of New York was 27.5 persons in each thousand, — higher than that of Rome. For 1910 the death rate was 16 in each thousand. Part of this decrease is undoubtedly due to better houses and better living conditions. In 1901 a tenement law was enacted which has done much to secure lighted halls, outside windows in every room, proper drainage, and fire escapes.”

“I think I may claim that New York is waking up to the problem,” said the Present. “In 1914 the Board of Estimate and Apportionment made one of its most important committees, the Committee on City Plan.”

“Yes, I know,” said the Past. “There

have been other commissions in New York. A good many years ago a group of learned gentlemen studied the street situation for months, and finally handed down an opinion that the gridiron plan then in use was best suited to New York."

"But I feel sure this Committee will show better forethought," said the Future hopefully.

"Yes," said the Present, "New York also has a Commission on Building Districts and Restrictions, which may be depended on to make sensible arrangements for the Future."

"What do they expect that Commission to do?" asked Everyboy.

"I think I can explain that," volunteered the Future. "In order to keep mills and factories from sections where there are homes, in order to have stores and shops where they are needed but not in locations where they make the homes less pleasant, in order to give the railroad and steamship companies the space they need without allowing either to

ruin home districts, it is wise to district the city into sections. Apartment houses or separate homes can then be built with the knowledge that a tall building, fitted with machinery, cannot be located next door. This Commission will also have something to say about the height of buildings; but I will tell you more about this later when we are talking about widths of streets."

"Yes, New York is improving," declared the Present. "It is really a very interesting city, and one can now live in it with great comfort. Its location between the two rivers gives many water views. The winds blow across the narrow peninsula and keep it fresh. Residents are required to burn hard coal so that there is very little soot in winter. Central Park is charming, and there are numerous squares and open places for the use of the public. It has branch libraries in every part of the city. There are playgrounds and recreation centers and lectures and pictures for the children."

"And yet," said the Future wistfully, "until all the people are living in decent, comfortable homes, until all the children may attend school for eight or ten or twelve years, until there is no section where people must live huddled together, New York will be unworthy."

"How long do you think it will be before New York is worthy?" asked Everygirl.

"We must all pull together to make New York worthy just as we must pull together to make Anycity worthy, — Everyman, Everywoman, Everyboy, and Everygirl, studying with the Past, working with the Present, and planning for the Future."

#### CLEVELAND

"Let us see what some other cities are doing about city planning," said the Past.

"Cleveland was one of the first cities in this country to undertake a city plan. It happened that a new federal building, a city hall, and a public library were to be built at the same time. From the necessity of



locating these three important public buildings grew the idea of planning a worthy civic center around which the city and federal buildings might be grouped. The plan for the Cleveland civic center includes a vast Union Station to face upon the parkway around which the other buildings are placed."

"Do they expect to build their Union Station large enough for the Future?" asked Everygirl.

"I am sure they will do so," said the Future, "because Cleveland has made a careful study of the city plans of other cities."

"A generation ago," resumed the Past, "Euclid Avenue in Cleveland had the reputation of being one of the finest residence streets in America. To-day it is being gradually transformed into a business street, and Cleveland is building new residence streets."

"How is Cleveland different from New York or Anycity?" asked Anygirl.

"I think that the finest thing I ever read about Cleveland," said the Past, "was by



## CLEVELAND

1, 3, 5-7, 9-15 Parks and Cemeteries; 2 Government Breakwater; 4 Waterworks;  
8 Garfield Monument; A Union Depot

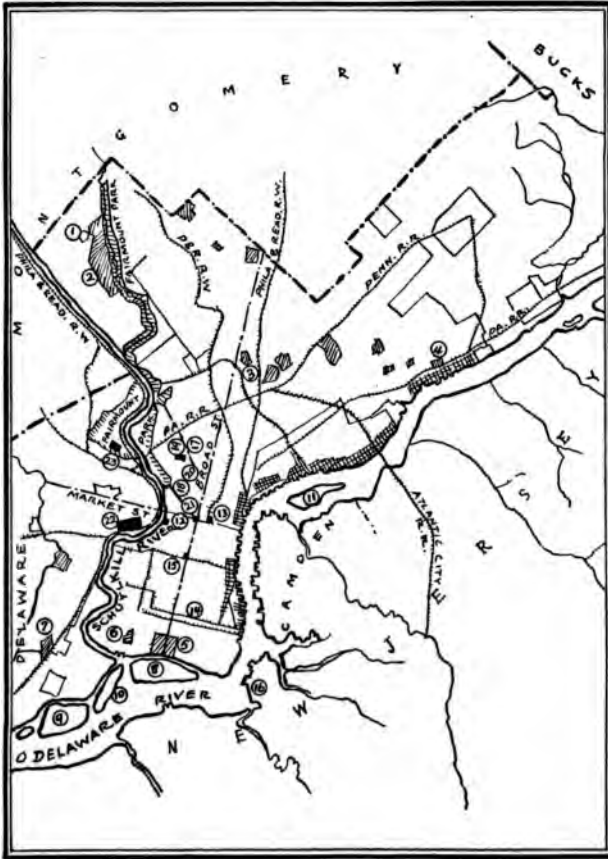
Dr. Thwing when he said, 'I do not believe that in any other population of the world of its size can be found so few hungry stomachs or homeless bodies. Work abounds. All men work.' The ideal city takes care of *all* of its citizens, and *all* of its citizens work for the good of the city."

"I think I would like to live in Cleveland," said Everyboy.

"I would rather live in Anycity and make it just as fine a city as Cleveland," said Everygirl.

### PHILADELPHIA

"Perhaps," said the Past, "you would like to live in Philadelphia. The city was laid out by William Penn with rectangular blocks. William Penn planned for numerous open squares to be reserved for parks, but the people of Philadelphia thought this was unnecessary and allowed the spaces to be sold. There are, however, some very charming squares in Philadelphia to-day to stand as a monument



## PHILADELPHIA

2-7, 17, 18 Parks, Boulevards, and Streets; 9-11 Islands;  
8, 12-15, 19-23 Places of Interest

to the forethought of William Penn. One of the most famous of these is Rittenhouse Square."

"Philadelphia is trying to correct the mistakes of the Past," said the Future. "She is working out a plan to connect her parks by boulevards. Very beautiful driveways have been built along the banks of the neighboring streams. The city, also, has a plan for a diagonal thoroughfare to cut across the gridiron plan of streets from the City Hall to Fairmount Park. Several of the old streets are being widened as new buildings are erected. This method, which requires all new buildings to be set back, will in time widen the street and entail little cost on the city. The street presents a ragged appearance for a few years, but it is a very good way to widen a street which is too narrow to accommodate the traffic."

"Are there any other special points about Philadelphia?" asked Everyboy.

"Perhaps the best thing that can be said about Philadelphia," said the Present, "is

that more people own their own homes than in most other large cities. It is chiefly a home city."

"Why is it better for people to own their homes than to rent them?" asked Everygirl.

"There are several reasons that I might mention," replied the Present. "One is that people live in one house longer when they own it, and their neighbors live in their houses longer when they own their homes, so that there comes to be a community feeling. You know that you have a pride in Anycity, but also I think you will find that you have a pride in your part of town and a pride in your block because you have lived there a long time and expect to live there a long time to come. This permanence of tenure not only leads to better-kept yards, better buildings, and more attractive streets; it also leads to community undertakings in the way of schoolhouses, libraries, and entertainments. People who only expect to stay a little while in a city do not take much trouble to help with the city's

work. People who only expect to live in a house a little while do not take much pride in its appearance. People who do not expect to remain long in a neighborhood do not work for the interests of the neighborhood."

"I think the people of Anycity own their own homes, too," said Everyboy.

"Yes, many of them do," said the Future, "but the people who work in the mills live in very poor rented houses and, in some of the old parts of the town, houses which were once handsome homes are rented to six or seven families who must crowd into space much too small for them. I look forward to a time when Anycity will have no such disgrace within its limits, and perhaps you, Everyboy, and you, Everygirl, may have the chance to help bring this about."

#### NEWARK

"And now," said the Past, "I want to tell you about Newark, New Jersey. This city appointed a City Plan Commission in 1911.

This Commission has issued a report of recommendations some of which are already being carried into effect."

"Newark has done one very good thing," said the Present. "In order that the coming citizens shall understand and promote the plan, the Board of Education has issued a Leaflet on City Planning."

"Yes," said the Past, "I was interested in the history of the different kinds of habitations used by men, and I hope the pupils will follow the suggestion to visit the Newark Museum to see the models of Indian villages and other primitive settlements."

"I am glad to note that Newark has exercised forethought in some ways," remarked the Future. "Broad street was made 100 feet wide and gently curved, and so to-day serves its purpose well. Contrast this with the width of Washington street, Boston, which was laid out from 26 to 40 feet wide, and Lexington street, Baltimore, which is so crooked and so narrow that on part of



it traffic is allowed to proceed in only one direction."

"Newark has always been a shade-tree city," said the Past. "Just after the Revolution, 'John Davis was attracted by the clusters of trees that shaded the pleasant houses. Isaac Weld called the town a cheerful-looking place. The Duke de La Rochefoucault Lioncourt described it as one of the finest villages in America and mentioned in particular our very broad street, planted thick with rows of trees and composed of truly handsome houses with neat gardens behind them. Besides these attractions there were several beautiful parks in the center of the town with many very old trees still standing in them.'"

"That is all true," said the Present, "but Newark has not profited in every respect by the Past. As the city has grown, a number of small communities have been absorbed and in several instances the street system of the annexed district could only be made to fit

the city streets by inconvenient and ugly jogs. The City Plan Commission of Newark has proposed street widening and new streets to rectify this evil, and recommends straight thoroughfares to the center of the city. Many streets with blind ends—"

"What are streets with blind ends?" interrupted Everyboy.

"Streets that end at a cross street or in a pocket are called streets with blind ends. These streets, the Commission believes, should be opened for traffic."

"I am glad to note, also," remarked the Future, "that provision is being made to group the public buildings which shall be built in the future. The Commission recommends the development of the harbor, the establishment of a wholesale market, the improvement of the trolley system, and beautification of the entrances of the city. It is planned that the Pennsylvania Railroad Station shall be in the center of an 'Ironbound Plaza,' encircled by car tracks which will give

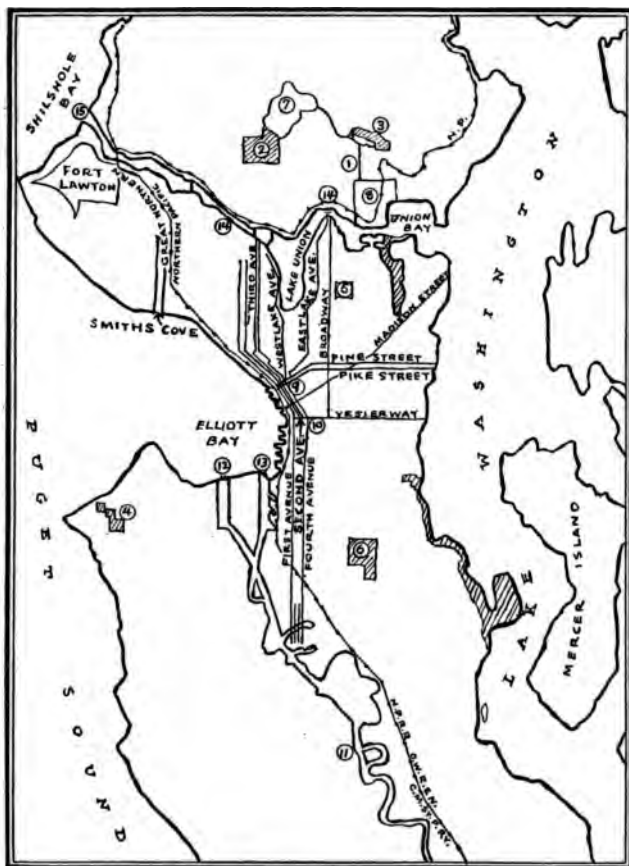
street car transportation to all parts of the city. It is also planned to widen Bridge Street and to erect a handsome bridge in order to provide a beautiful Gateway to Newark from the east."

"Newark seems to be thinking of the Future," said Everygirl.

"Yes, Newark is planning for the Future. I want to tell you now about another city that is planning for the Future."

### SEATTLE

"In 1911 the Municipal Plans Commission submitted a most elaborate Plan of Seattle," said the Past. "Seattle is situated on a narrow strip of land between Puget Sound and Lake Washington. The city now has 53 miles of tidal water frontage and 140 miles of nontidal frontage, giving a total water front of 193 miles. This is roughly divided into 88 miles for commercial purposes and 65 for residential. Plans for sea walls and fine



SEATTLE

- 1 University Boulevard; 2-6 Parks; 7, 11-15 Waterways;  
8 Washington State University; 9 Post Office; 10 Depots

docks, then, form a very important part of Seattle's plan. A good central location has been selected for a civic center, and handsome boulevards are planned to open up and cross the old streets. As in the case of Denver, the old part of the city was laid out on the diagonal, but the surrounding newer parts are laid out with the compass. This makes a great many irregular street joinings, but lends itself to bringing the outlying streets into direct communication with the civic center, which will be established in the old part of the town. Extensive parks and parkways are planned to encircle the city."

"I suppose so new a city as Seattle has not had time to make very many mistakes," observed Everygirl.

"Seattle's mistakes have already cost the city much money," said the Past. "There is very little level ground in Seattle and, when the down-town part of the city outgrew the lowland, enormous hills were removed by the simple process of washing the land away

with a giant hose. The earth was then carried through pipes to the mud flats."

"I've heard of filling in holes and cutting away hills, but I never heard of washing them away before," said Everyboy.

"Seattle is bound to be a very important and a very large city some day," predicted the Future. "Four important railroads enter the city. The ocean traffic, across the Pacific and coastwise, bids fair to outgrow the land trade. Back of Seattle is the fertile 'Inland Empire,' which furnishes grain and fruit to the coast cities for consumption and further distribution."

"I thought San Francisco was the most important city on the Pacific Coast," said Everygirl.

"So it is," answered the Future, "but Los Angeles and Seattle may be close rivals before many years."

"Nearly all the cities seem to be thinking about the Future now," observed Everyboy.

"That is because so many of them are

suffering from the mistakes of the Past," explained the Future. "But it has not been an easy matter to discover in the different cities the best things to do, and so city planners have talked together and called the attention of the cities to the commonest mistakes and the general principles of good city building. I am sure you will be surprised to note how many of these 'principles' refer to some everyday convenience which you might have or to some everyday hardship from which you suffer. First I would like to tell the purpose of city planning, but let us wait until tomorrow for that."

## CITY PLANNING

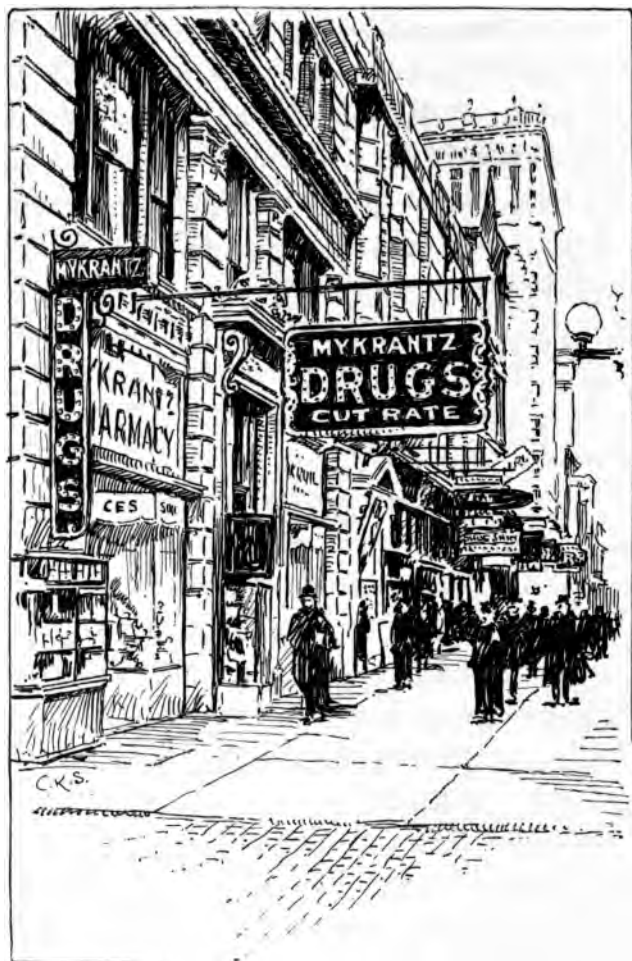
### PURPOSE

“A UNIVERSITY president has written a book called ‘The Making of a Town,’” began the Future. “He says that the four fundamental aims of planning a town are health, schools, morals, and business.”

“What has the arrangement of streets to do with health, schools, and morals?” asked Everygirl.

“Ah,” said the Future, “you have hit upon a very common mistake. City planning has to do with the arrangement of streets, it is true, but it also has to do with a great many other matters. A large proportion of the ground in every city is devoted to streets and so this will always be an important city problem. The street layout, directions and width of thoroughfares and minor streets, their





STREET WITH UGLY AND DANGEROUS SIGNS



SAME STREET WITH OVERHANGING SIGNS REMOVED

treatment regarding traffic, footways, trees, grass, lighting, street signs; and the placing of drains, pipes, and wires must all be planned and then carried into effect. But after the streets are planned there is need to plan for the use of the spaces left between the streets, the blocks where the people live and work and play. In these blocks are built the homes of the people, the great office buildings and banks, the wholesale and retail houses, all the public buildings, the railroad stations, and wharves, and in these blocks are the playgrounds and open squares and schoolyards.

“And now, I think I can show you how the streets of a city may affect its health, its schools, and its morals. Down in the crowded East Side of New York where tall tenement buildings line narrow streets, the width of the street and the height of the buildings have made many rooms so dark and sunless that the people living in them cannot keep in good health. Again, when schools are built on noisy traffic streets, much time

is lost for teachers and pupils in repeating what they say in order to be heard. Sometimes when cobblestones are used on streets passing school buildings, the noise has become such a nuisance that the school work has been seriously hampered."

"We have school zones in Anycity," proudly asserted Everyboy.

"So you have," said the Future. "I hope every city will soon have school zones as well as hospital zones, so that quiet may reign around these important buildings."

"But what have streets to do with morals?" persisted Everygirl.

"When streets must be used for playgrounds instead of open squares or parks or yards, children sometimes learn to play harmful games. Perhaps you, Everyboy, and you, Everygirl, never heard of 'shooting craps' as this game is unlawful in most cities. We who believe in the city of the Future, think it is a result of street playgrounds."

"I never supposed that streets had anything

to do with what people did," observed Every-girl.

"City planning really has to do with streets, buildings, and parks, then?" asked Every-boy.

"Yes," said the Future, "It has to do with streets, buildings, and parks as they serve the people. It has to do with the use of the streets, buildings, and parks by the people. There is the big question of transportation for freight and passengers, and the question of the location and size of stations. There is the question of markets and the food supply. There is the question of education, of which school buildings are a part. There is the provision for recreation — do you know what that is?"

"Oh, yes," answered Everyboy, "recreation is fun."

"Quite right," said the Future, "fun for young and old."

"Why, men and women don't play or have any fun," protested Everyboy.

"That is just where you are mistaken," said the Future. "Men and women go to art galleries, to the theaters, play tennis and golf in the parks and clubs; and, perhaps, if we had more open woods, we would find more men and women picnicking with the children."

"I didn't think about golf and tennis," said Everyboy. "They seem such serious games, and besides, poor folks never have a chance to play them."

"One thing," went on the Future, "that city planners are trying to do is to make it possible for everybody to have some recreation. When scientists study plants and animals, they hunt out the conditions necessary to preserve life in these plants and animals. You both know that tender ferns grow best in shady nooks and sunflowers best in the open sun. There are a number of conditions necessary to preserve life and health in men, women, and children. The conditions surrounding human life make the environment of mankind. City planners desire to so con-

trol this environment that the citizens may live healthy, happy, and useful lives."

"But how is city planning good business?" asked Everyboy.

"Mistakes are always costly in the long run," replied the Future. "Our large cities have often built great structures which proved to be ill fitted for the purposes for which they were built."

"Quite true," asserted the Past. "In Chicago an audit committee found that in the last 50 years, \$275,000,000 had been spent in municipal work that later had to be 'scrapped' and replaced. It is estimated that the loss in New York City from this same cause is about \$400,000,000."

"There are other wastes," said the Future. "A badly arranged city which makes it necessary for wagons and vans to travel unnecessarily long distances, or which forces drivers of wagons and vans to lose time because of traffic blockades, will prove expensive to thousands of citizens. The city of Newark

found that its citizens were losing time because of badly routed street cars. A city which allows its factories to make smoke which destroys the goods of merchants and the furniture of citizens is allowing a needless waste. There are many more reasons why a badly planned city costs its citizens money, but these I will tell you later."

### CITY SITES

"How does a city planner go to work?" asked Everyboy. "Can cities buy books of plans for cities just as we can buy books of plans for houses?"

"There are some very good books on City Planning," observed the Past, who had been waiting for a chance to say something. "But every book on the subject that I have seen explains that it is necessary to know the site of a city before any positive advice can be given. Have either of you ever visited other cities?"



"Oh, yes," answered Everyboy and Everygirl together. "We've been to Chicago."

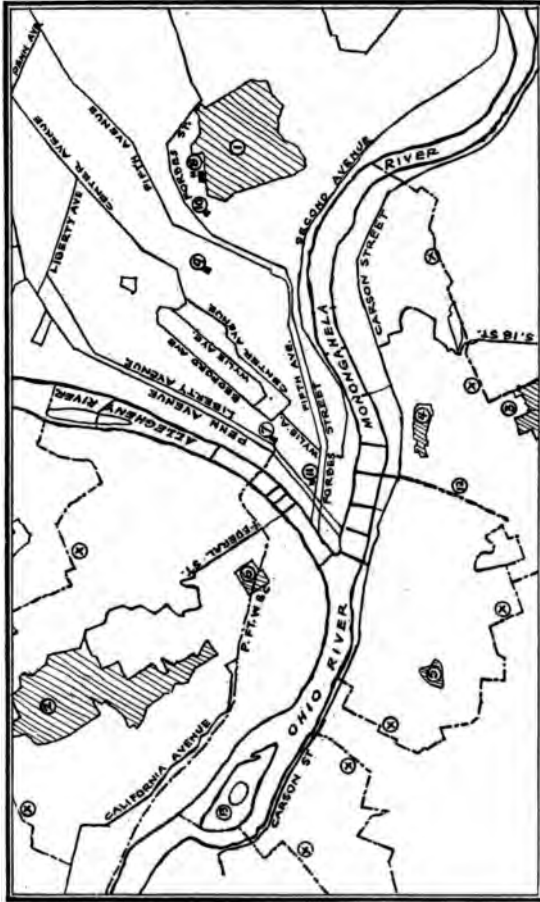
"Do you think the site of Chicago is like that of Anycity?" questioned the Past.

"No," said Everygirl. "It's flat, and Anycity is hilly."

"And it's on the lake, and Anycity is on the river," added Everyboy.

"And Chicago is big and spread out. There isn't anything to stop it," observed Everygirl. "Anycity is partly surrounded by the bend in the river. I suppose that is why it grew in from the river until people built their houses across in the new suburbs, after the new bridge was built."

"If you will look at the map," said the Past, "you will see that New York, San Francisco, and Seattle are located on peninsulas or narrow strips of land, bordered by water on two or three sides. Pittsburgh is located on a fork of land between the Monongahela and Allegheny rivers as they join to form the Ohio River. New Orleans is like Chicago.



## PITTSBURGH

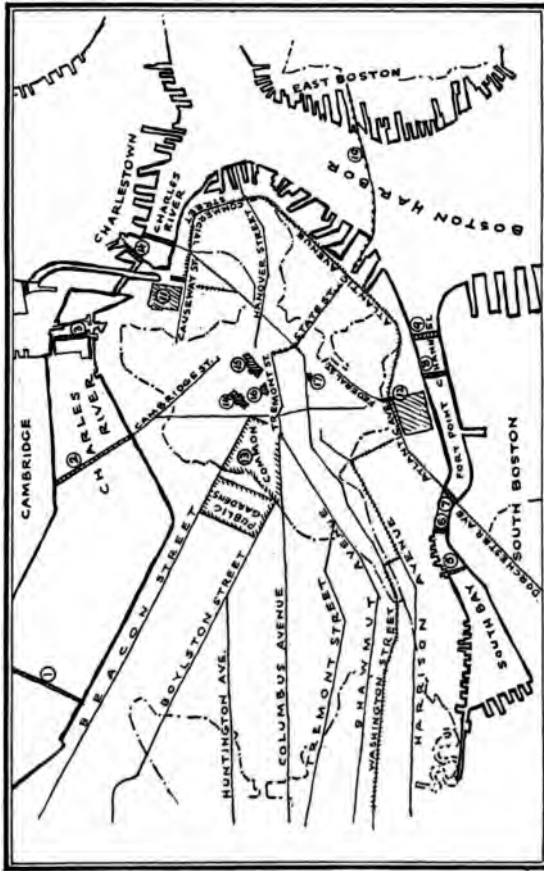
1-6 Parks; 7 Union Station; 8 Teck School; 9 Forbes Field; 10 Carnegie Library;  
12 Tunnel; 13 Brunots Island; x City Limits

It could grow back from the water in three directions. Chicago has grown north and south faster than it has grown westward. It has hugged the lakefront, perhaps for the cool breezes in summer. The New Orleans water front, being circular, has allowed the city to spread out fan-shaped. Nearly all the large cities are located on some body of water. In fact, it was not so many years ago that we used to hear the children singing in school a lesson which began, 'Maine, Augusta on the Kennebec River,' and so on through all the states and territories, locating each capital on its river. Can you do it?"

"Maine, Augusta on the Kennebec," said both children together; "New Hampshire, Concord — what river is it on?"

"Ah," said the Past, "I see that you need to study your rivers. Perhaps, however, you can tell me some cities that are located on the ocean or on arms of the ocean?"

"Boston, New York," began the children, anxious to show that they knew something



## BOSTON

1-9 Bridges; 10 East Boston Tunnel; 11, 12 North and South Stations;  
 14, 16 Public Buildings; 15 Old South Church; 17 Post Office

about geography; "Philadelphia — is Philadelphia on an arm of the ocean?"

"Think," said the Past.

"The Navy boats can go to Philadelphia, so it must be where sea ships can reach it," insisted Everyboy.

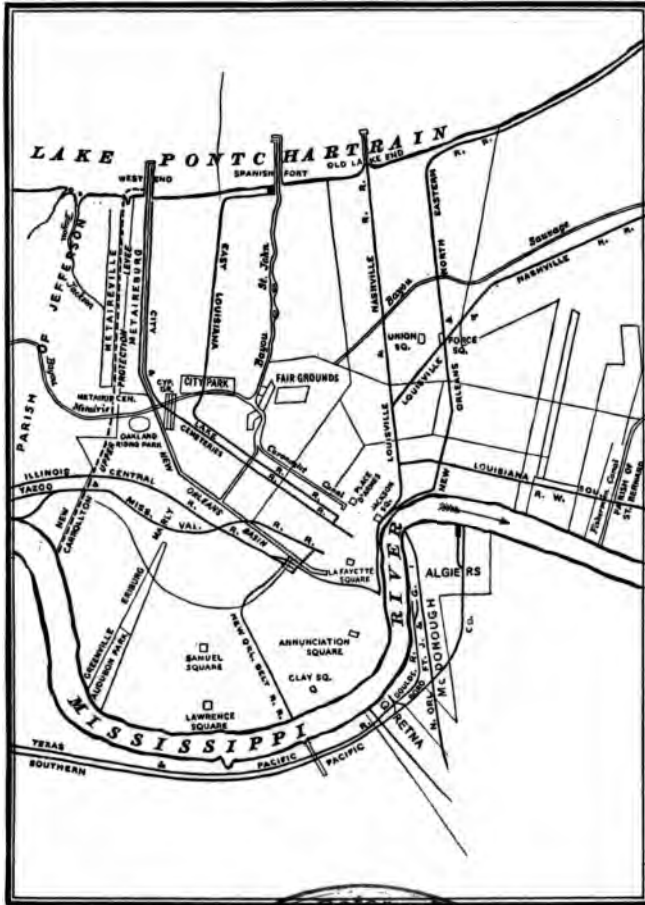
Then, thinking of the ports around the sea line of the United States, the children began again, "Baltimore — that is on the Chesapeake Bay; New Orleans —"

"Where is New Orleans?" asked the Past.

"On the delta of the Mississippi River, a few miles from the Gulf of Mexico," said the children, not to be caught this time.

"Then, there is Galveston on the Gulf of Mexico," added Everygirl, "and — I guess San Francisco — and Seattle?" she asked questioningly. "You said Seattle had water on three sides, so I suppose it must be on an arm of the ocean."

"Yes, of course the ocean boats go there," said Everyboy.



"Now," asked the Past, "how many lake cities can you name?"

"Chicago, Buffalo, Cleveland, Toledo, Detroit, Duluth, and Milwaukee," said Everyboy.

"But you didn't give them in order," said Everygirl.

"They are all on the lakes, just the same," maintained Everyboy.

"Now," said the Past, "tell me some of the cities on the important rivers."

"I know Washington is on the Potomac," said Everygirl.

"And Cincinnati and Louisville are on the Ohio River," contributed Everyboy.

"And on the Mississippi there are Minneapolis and St. Paul, the twin cities, and Davenport, St. Louis, and Memphis," said Everygirl.

"And Omaha and Kansas City on the Missouri," added Everyboy.

"And now," asked the Past, "can you tell me of a city which is not on a river?"

After a moment's pause Everygirl said doubtfully, "It must be Denver, the mountain city."

"Yes," said the Past, "there is no considerable stream near the city, though Cherry Creek has occasionally become a raging torrent and overflowed its banks after a sudden melting of snow in the mountains. When this occurred the children of Denver used to say that Cherry Creek was 'booming.' I am sure that you must see that all of these cities have different sites, and you have already called attention to the difference between Chicago and Anycity. There are differences in forests and hills and plains, and differences in climate to be taken into consideration. In fact a City Planning Exhibit which has been taken from coast to coast has a slogan to this effect :

Every city has its own site,

Every city must have its own plan.

"And after the site has been studied," resumed the Past, "the city planner must



study the people, their industries, their habits, and their principal needs."

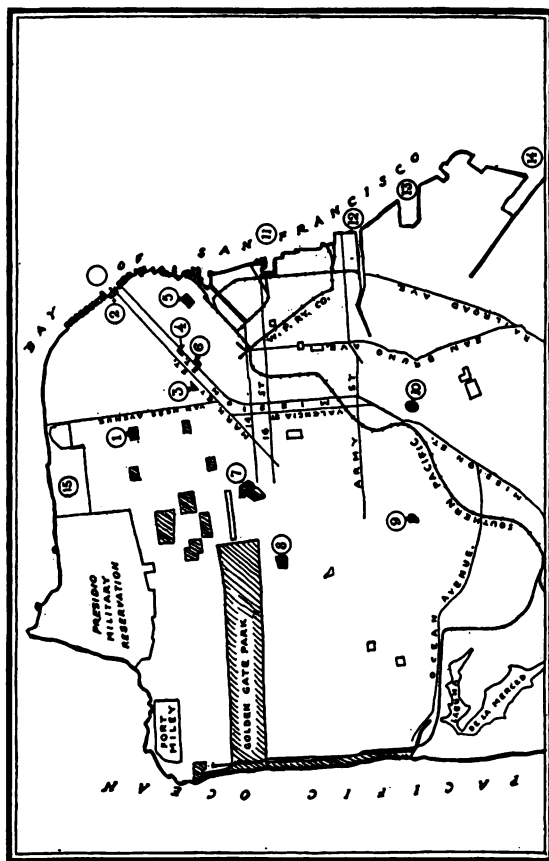
"Do not people in every city need about the same things?" asked Everyboy.

"Do you think that a city with large steel mills has the same needs that a university town has?" inquired the Future. "Would a trading center and a health resort need the same street plan and arrangement of zones for homes and factories?"

"I suppose not," said Everyboy thoughtfully.

"Thus it is that city planners make what is called a survey of each city before they can advise the people how to proceed," explained the Future.

"You would never suppose," remarked Everygirl, "that so many things ought to be considered to plan and build a city."



## SAN FRANCISCO

1, 5, 7, 9, 10 Parks; 2 Passenger Ferry Slips; 3, 4, 6, 8 Places of Interest;  
11-24 Waterways; 15 Government Land

## OUTSIDE CONNECTIONS

## WATER

"And now," said the Future, "let us look into the special considerations that must, in some form, govern every city. Cities are dependent on their connections with the outside world. How are these secured?"

"By boats and trains," said Everyboy.

"And by wagons and automobiles," said Everygirl.

"And electric cars," said Everyboy.

"Let us first consider waterways," said the Future. "Into cities on good ocean or bay harbors both passengers and freight are brought by boat. This is true also of the cities on the Great Lakes during the open season."

"What do you mean by the open season?" asked Everygirl.

"I know," said Everyboy. "In the winter, the boats can't travel because of the ice."

"I think," said the Present, who had not

said anything for some time, "that the traffic on the Great Lakes in 1913 covered over 72,000,000 tons of freight, valued at nearly \$800,000,000 — at least this tonnage was locked through the great Sault Sainte Marie lock in 22,778 boats. That is a record of which I am very proud."

"Yes," said the Future," it only goes to prove that cities with such large shipping interests should provide docks and channels to allow large boats to come into port safely."

"I know some harbors," remarked the Past, "where it is necessary to dredge the channel constantly to keep it deep enough for heavy-draft vessels."

"What are heavy-draft vessels?" asked Everygirl.

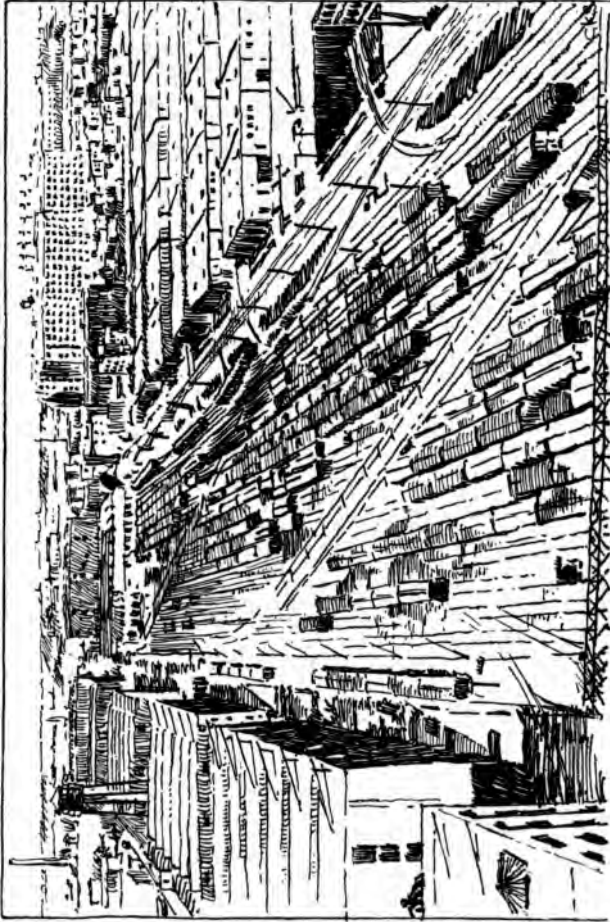
"I know," said Everyboy, "they are boats that sink down in the water so far that they need a special depth not to run into the ground underneath the water."

"One thing that our American cities have

to learn is the value of good shipping facilities," said the Future. "It is an unnecessary expense to be obliged to unload freight awkwardly from ships to wharf, from wharf to slow wagons or vans, from vans to railroad terminals. Freight may be shipped from Honolulu or San Francisco to New York almost as cheaply as it can be hauled from the New York freight wharves to parts of the uptown district. In European cities, freight is often unloaded by derrick directly from boat to train or train to boat. There is no reason why railroad tracks should not connect with the landing wharves for through freight, as they do at the Bush Terminal in Brooklyn."

"I always supposed that if the people were cared for it didn't make any difference about the landing places for freight," remarked Everygirl.

"But I have heard that the steamship companies receive much more money from freight than they do from passengers," said Everyboy. "And what would we do in



BUSH TERMINAL, BROOKLYN, WHERE THOUSANDS OF CARS DISCHARGE FREIGHT ON  
WHARVES AND TO WAREHOUSES

Anycity if all the boats were sunk or delayed?  
Many things we need come to us in boats."

### RAILROADS

"In addition to water transportation, practically every city has now the problem of rail transportation for passengers and freight," said the Present.

"And when you think of railroads entering Anycity, do you not think first of the railroad stations?" asked the Future. "If the railroad station is handsome the citizens are proud of it. If it is shabby they apologize for it to their friends from other cities."

"Anycity has a fine railroad station," said Everyboy proudly.

"But it isn't big enough for the Future," protested Everygirl. "And mother says that the trains ought not to be allowed to come in town by the river front and along the side of Railroad Avenue."

"Why not?" asked Everyboy.

"Because people get killed where they have

to cross the tracks, and because the river-front might be made beautiful if the smoky old trains didn't spoil it, and — and, oh, yes, I remember now, — because a great deal of time is lost by all the people, and the vans and vehicles that have to wait while the trains pass. Of course they have a gateman at every important crossing, but don't you remember, Everyboy, what a jam of motor cars and wagons and people there is at Railroad Avenue sometimes?" asked Everygirl.

"Yes, but I never thought of the time they wasted. Sometimes, when I'm alone or with the boys, I duck under the gate and run for it," explained Everyboy.

"Why, you might get killed doing that!" cried Everygirl. "I suppose that is the reason mothers' club is trying to make the railroad company put the tracks underground, or overhead."

"I think you have seen that railroad stations and railroad tracks are serious problems for Anycity to solve," said the Past. "I



would like to tell you about the stations in some other cities. It is only in the last few years that New York has been provided with proper railroad stations."

"Yes," said the Present, "I think New



GRAND CENTRAL STATION, NEW YORK

York may claim with just pride that the fine Pennsylvania station on the west side and Grand Central station on the east side are dignified entrance-ways to the city."

"That is quite true," admitted the Past. "But I wish to remind you that it was a long and weary fight that finally forced the

railroad tracks off the street level. Not until after the growing city had made the surface routes dangerous to citizens and a detriment to property, was the end accomplished."

"Of course," said the Future, "railroads are comparatively new inventions, and it was hard on the companies, I suppose, to be forced to change their whole plan and spend millions of dollars to put their tracks underground. It is easier to see into the Future in the matters where the Past may prove of service. The growing traffic on the railroads entering New York, and the rapid growth of the city, brought about new problems which had to be solved without the help of the Past. I must say I was quite gratified when the companies and the city finally agreed on a plan to provide for the Future."

"How can people tell just what the Future will bring forth?" asked Everyboy.

"I am sorry to say that they cannot do this in every case," admitted the Future. "In many instances, however, reasoning by

the Past, they may prophesy the Future. The one element which people cannot count on is the invention of science. Steam, electricity, and motor vehicles have absolutely changed the traffic problems several times within the memory of men now living."

"Oh, yes," said Everyboy, "and then there are flying machines and submarines. It is a very interesting time to live, I think. For a while, after all the Indians were settled on reservations, it must have been very tame to live in the United States."

"Indians and flying machines are not interesting unless the people escape," said Everygirl positively. "I don't like to hear about people getting killed when they don't have to be killed — unless, of course, it is for their country," she added doubtfully.

"I am sorry to say that a good many people have been killed needlessly in the Past, but I'm not proud of the way human life has been sacrificed. I am proud of the men and women who have labored to preserve human life and

happiness, and that is why I am glad to tell you of the wonderful achievements of mankind in times of Peace," explained the Past. "The Union station in Washington is perhaps the most beautiful building of its kind in the world. Its arrangements for trains are on the terminal plan."

"What is that?" asked Everyboy.

"How do the trains come into the station of Anycity?" asked the Present.

"Why, they come in on the ground, and the streets have viaducts across the tracks—at least some of them do," said Everygirl. "And the people go upstairs in the station and go through gate-doors down the stairs again to whatever track their train is on. That part of the station is built out over the tracks. There are three gates on each side of the train shed: one set for the people who are getting off the trains, and one set for the people who are getting on them. When you are downstairs by the tracks, you can see that each gate leads to two tracks."

"Is that a terminal station?" asked Every-boy.

"No," replied the Present, "that is a way station. The trains simply stop at Anycity for passengers and baggage and then pass on."

"The station in Washington is not like that," explained the Past. "There the trains all back into blind tracks, which, like blind streets, have a terminus. There are two levels, and on one the passengers pass through gates on the main floor of the station and enter the cars from the rear."

"Yes," said the Present, "the terminal saves the time of the passengers, but each train must be switched into the blind track backwards and then pulled out. This takes a little time and trouble."

"In Philadelphia," said the Future, "where a down-town terminal station was built, it is thought by many to be a mistake, as the fast trains stop only at North Philadelphia, which is a way station, and leave out the main station altogether. Thus, incoming passen-

gers from express trains are landed, not in a convenient central part of the city, but far from the business district."

"I can remember," said the Past, "when it was customary to build every little local railway line with two terminal stations. Passengers making long journeys over several roads were thus obliged to change cars at these terminal cities. They often had to cross the city from one station to another."

"Most inconvenient, I think," remarked the Future.

"And yet," said the Past, "it is claimed by some writers that one of the reasons for Chicago's growth was the enforced break in travel occasioned by the transfer from water to rail. In the early days this meant that travelers always arranged to stop off in Chicago, and many of them stayed on or returned to live there."

"Yes," said the Future, "that may have been true enough when travel at best was a wearisome and fatiguing experience. People

were glad to 'break the journey' by staying overnight in a comfortable hotel. But since the days of sleeping cars and fast trains, furnished with diners and every convenience, people prefer to make quick journeys across the continent without the inconvenience of 'changing cars' or 'stopping off' en route."

"When we went to the Panama-Pacific Exposition, we stopped off everywhere we could," said Everyboy, "because we wanted to see the scenery; but when we came back, father had to reach home in answer to a telegram, and we came straight through from San Francisco to Chicago in four days. We never had to change our sleeper, and there was a dining car on the train for every meal. Father said there was some comfort in traveling nowadays. He said that the first time he went to California he had to change cars at Omaha and Salt Lake and that he missed connection both places because the train was late and he had to stay overnight for the next day's train. He said, too, that they got off the

train to eat their meals. The conductor would call out 'twenty minutes for dinner,' and people all had to rush into the station and take what was given them and watch the conductor in order not to be left."

"I think we may say that travel in the United States is now made very comfortable, even luxurious," affirmed the Present in a satisfied tone.

"The day will come when it will be even more comfortable," declared the Future. "The main trunk lines across the continent have worked out an excellent service, but there are still many parts of the United States where trains are proverbially late."

"Like that train out West in the early days?" asked Everygirl. "Once, they say, the twelve o'clock train came in a minute before twelve and somebody congratulated the engineer, but he had to explain that it was yesterday's train late instead of to-day's train on time."

They all laughed heartily at that, and the



Future continued, looking accusingly at the Present, "Try to go to some station off the main line and find out whether the local trains have their time cards arranged to fit the through trains. You can spend more time traveling one or two hundred miles, if you have to change cars two or three times, than it takes to travel from New York to Chicago. There are some transportation experts who claim that a passenger should find it possible to enter New York from any direction and leave it in any other direction without changing cars. The day may come when transcontinental passengers will be landed at the ocean wharves in Pullman cars, or when travelers may go all the way around the continent without changing cars."

"Measured by those standards, I am willing to admit that Chicago would need to reorganize its whole transportation system," said the Past. "I am proud of Chicago, anyway, even if it has six terminal railroad stations. And perhaps it may turn out to be a good

thing for the city in the Future as well as in the Past."

"At any rate," argued the Future, "you certainly are not proud of the station buildings of some of Chicago's railroads."

"No, that is true," admitted the Present, "but that will be changed before many years."

"I am sure I hope so," said the Future. "Chicago has other problems to solve. It has more miles of railroad tracks within its limits than any other city in the world. A map of the city showing the railroads gives the appearance of an endless network."

"Yes," said the Present, "I know. Chicago had, in 1911, 670 miles of main tracks and 1513 miles of side tracks, making a total of over 2000 miles."

"Why, that is twice the distance from New York to Chicago," exclaimed Everyboy incredulously.

"Yes," said the Present, "and at the same time, the average number of different locomotives in Chicago was 1381."

"They must have a lot of smoke there," said Everygirl.

"They do," said the Present, "although I believe the city has a department to try to abolish black smoke."

"Chicago also has grade crossings," said the Future in a discouraged tone.

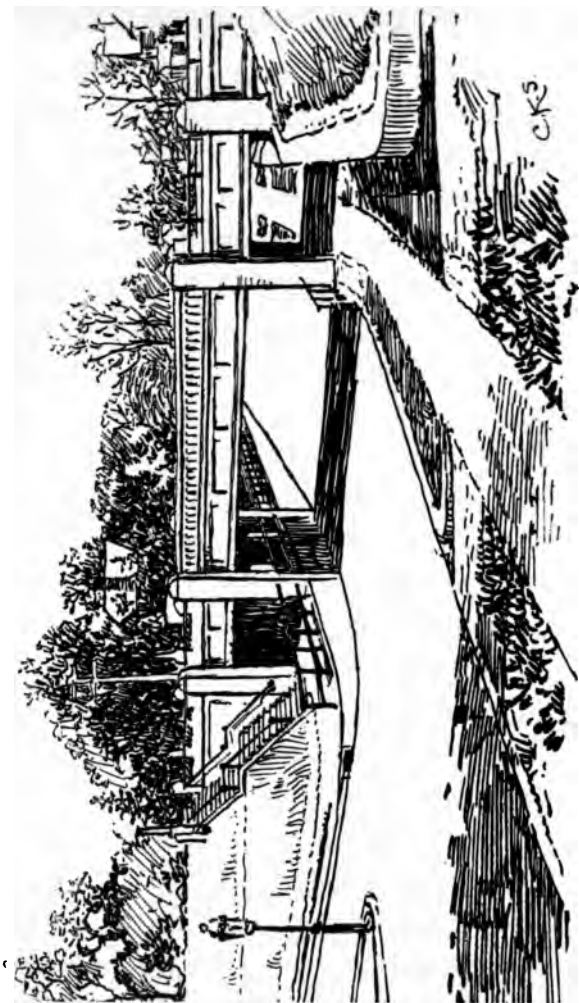
"What are grade crossings?" asked Every-boy.

"I can tell you that," spoke up the Past sadly. "Where a railroad crosses a street or another railroad on the same level, this crossing is called a grade crossing. They are dangerous. They have been responsible for a great many needless deaths. Collisions are bound to occur as traffic increases. Attempts to avoid danger have been made by stationing watchmen at these crossings and by installing automatic gates, but the only really safe plan is to have the railroad on one level and the street on another. You have noticed, too, in Anycity, that when railroads have grade crossings at important thoroughfares, the

citizens lose much time waiting for trains to pass."

"I didn't know that was a grade crossing that we were talking about in Anycity," said Everygirl.

"There is one city in the United States," said the Past, "that has never had much of a railroad problem. In San Francisco, for many years, all transcontinental passengers were landed by boat at the Ferry House at the foot of Market Street. All passengers transferred from train to ferryboat at the Oakland Mole, a great railroad station built on piles far out in San Francisco Bay. There was, indeed, a single local railroad line which ran through the narrow neck of the peninsula to the south. A railroad coming north from Los Angeles reached many of the coast towns, but it is only a few years since the 'gap' was closed which made it possible for the Southern Pacific trains from New Orleans, via Los Angeles and San José, to enter San Francisco through the peninsula neck."



TWO-LEVEL RAILROAD CROSSING

"Yes," said the Future, "San Francisco will never face a serious railroad problem."

"I want to call your attention to the number of trains and passengers in some of the principal cities of the United States," said the Present. "I think I will write it on your blackboard so that you can see how the different cities compare."

This is what the Present wrote on the blackboard:

A report on Chicago Railway Terminals submitted to the City Council March 29, 1915, sets forth information concerning trains and passengers in the principal cities of the United States. (See next page.)

It may be seen that Chicago has the largest through traffic, though some suburban service is included in the 1051 daily trains. The suburban traffic of Boston and New York is much greater than that of Chicago.

"You said once," said Everyboy, "that freight paid steamship companies more than passengers. Is that true of railroads?"

## THROUGH AND SUBURBAN TRAINS AND PASSENGERS

	AVERAGE NO. TRAINS DAILY			NO. TRAINS BUSIEST HOUR	AVERAGE NO. PAS- SENGERS DAILY
<b>CHICAGO</b>					
Northwestern . .	310			38	
Union . . . .	280			30	
La Salle . . . .	193			25	
Dearborn . . . .	149			23	
Grand Central . .	34			6	
Central . . . .	85			11	
	1051			133	151,930
Ill. Cent. Suburban	293				41,217
Grand Total . .	1344			168	193,147
<b>BOSTON</b>	THROUGH	SUB.	TOTAL		
South Station . .	332	511	843	87	125,000
North Station . .	119	458	577	61	88,000
	451	969	1420	148	213,000
<b>NEW YORK</b>					
Grand Cent. . .	198	223	421	56	65,725
Pa. R. R. . . .	146	254	400	40	50,335
	344	477	821	96	116,060
<b>PHILADELPHIA . . .</b>	352	217	569	51	54,761
<b>WASHINGTON (Union)</b>			252	20	13,110
<b>PITTSBURGH (Pa.) .</b>	185	301	486	45	39,566
<b>ST. LOUIS (Union) .</b>	270	80	350	64	35,000
<b>KANSAS CITY . . .</b>			214	29	28,000

"I believe it is," replied the Present.

"Freight," said the Future, "acknowledges no terminals. It is carried around the world.

Seaport cities are only way stations for this world traffic. Chicago is facing a problem to know what to do with its enormous freight shipments."

"I think," said the Past, "that I can tell you how that situation has come about. Chicago is a manufacturing city. Its packing houses and its near-by steel mills are among the largest in the world. In population it ranks second in the United States. It is in the center of rich agricultural lands stretching for thousands of miles in every direction. In the open season, as we have seen, it has a tremendous lake traffic which transships goods to rail routes. A map in Wacker's 'Manual of the Plan of Chicago' shows that the city is a 'Great Central Market' and that 50,000,000 persons within a 500-mile radius of Chicago may leave home in the evening and arrive in Chicago for breakfast the next morning. This means that enormous quantities of freight are distributed from Chicago to these 50,000,000



people and that a large number of them send something to the city to sustain its vast population."

"Why, 50,000,000 is about the number of people who live in Austria!" exclaimed Every-girl.

"Yes," replied the Past, "that will, perhaps, make you realize why it is that Chicago has to meet such a tremendous freight problem."

"The City Club has been making some investigations," said the Present. "Its committee finds that much of the delay in shipping is brought about by inconvenient switching facilities and by the further fact that all 'through' freight is brought into the city and out again. East of Desplaines Street, between 8th and Chicago Avenue, in an area less than four miles square, there are fifty-seven freight houses for inbound and outbound merchandise. These freight houses handle more than four fifths of all the city's freight."

"The plan of the City Club has interested

me," said the Future, "because I believe it will help the coming generation."

"It is thought," resumed the Present, "that by a belt-line system the 'through' cars may be switched to the proper connecting lines outside of the city. This system would save the delay of entering and leaving the city, and, what is even more important, would prevent the needless rail traffic within the city. It has also been discovered that large quantities of goods are brought into the center of the city and kept in warehouses for weeks or months and then shipped out again. It is thought that the building of warehouses along the proposed belt-line will make it unnecessary to bring these goods into Chicago at all."

"That seems to be a sensible plan," remarked Everyboy gravely.

### STREET CARS

"Before we leave the subject of railroads," said the Present, "I want to call your attention to another kind of tracks and cars."

"Oh, I know!" exclaimed Everygirl, "street cars."

"Yes, street cars," affirmed the Present.

"The history of street cars is very interesting," said the Past. "Since the middle of the nineteenth century, when horse cars first came into use, public transportation within cities has grown in importance. After the horse cars came the cable cars, and, finally, the electric lines. Overhead trolleys were used at first exclusively. In the business sections of the larger cities, however, current is now obtained underground. Crowded areas, too, have brought the elevated and subway lines into many of the larger cities. These obtain their power from a 'third rail.' This rail, charged with electricity, would be dangerous on open streets where any one could touch it."

"Like the live wires hanging from the telegraph poles after a storm?" asked Everyboy.

"Yes," replied the Past, "just as dangerous."

"Street cars have been a great help in building cities, but their methods are very wasteful," said the Present. "In some cities a number of different companies own the street-car lines. Citizens are inconvenienced by the fact that transfers are often not issued from the cars of one company to those of another. Sometimes the routes are poorly arranged; too many cars in some sections and not enough in others."

"You know how long we always have to wait for a street car to go to North Anycity, and how many people are always on the car by the time we take it," reminded Everygirl.

"And the street cars which come to our part of town are never crowded in the middle of the day. Sometimes there are only a few people on them. But in the morning when everybody is going down town and in the evening when everybody is coming home, there are not enough cars. Half the people have to stand."

"In some European cities," said the

Present, "when a car or omnibus is comfortably filled, no more people are allowed to enter."

"Do the people just have to stand in the street and wait for a car that isn't filled?" asked Everygirl.

"Yes, but of course there is an effort made to have enough cars to accommodate the normal traffic," said the Present.

"I have been told by street-car and suburban-train officials that special crowds would always be provided with cars if sufficient notice were given the company," remarked the Future. "These officials say that no company can take care of large crowds which it does not expect."

"Speaking of corporations," said the Present, "the street car companies are meeting a new kind of competition."

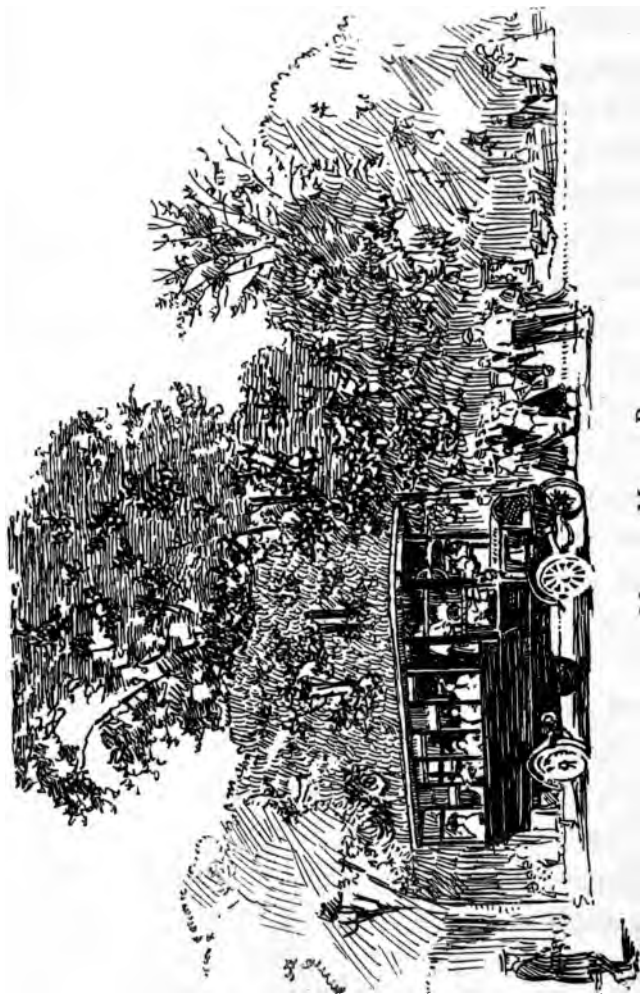
"What is competition?" asked Everygirl.

"Competition is where one grocer sells meat at 15¢ and another sells it at 14¢, and the first man has to lower his price to meet

the competition of the second," proudly explained Everyboy.

"Is that what you meant?" asked Everygirl, turning to the Present.

"That is the general idea," answered the Present. "Sometimes, competition means that another man or company offers better service or quicker service for the same price, and thus forces the first man or company to equal that service or lower the price. Recently motor buses, called 'jitneys', have been operated in many cities. Passengers may ride in these for five cents. Sometimes they are not quite as comfortable as the old-fashioned street cars, especially when they are crowded, but they offer quicker service, which is an important item. They may travel on streets where there are no street car tracks, and thus serve territory that the street cars do not. Horse-drawn buses, of course, were used for many years in every city, but they were slower than the street cars. They were also uncomfortable for pas-



MODERN MOTOR BUS

sengers in those cities where the streets were not smooth. So the street car companies did not suffer from this competition. Also, the price for riding in these buses was usually more than 5¢. The Fifth Avenue buses in New York charged 10¢, and hotel buses usually charged 25¢ or 50¢. So, you see, these buses could hardly be classed as competitive; they were auxiliary, rather."

"What is auxiliary?" asked Everygirl.

"In addition to," quoted Everyboy. "I asked father that the other day."

"There is still another kind of street car," suggested the Present. "Do you know what it is?"

"There is an electric line that runs from Anycity to several cities near here," said Everygirl. "Is that what you mean?"

"Interurbans," said Everyboy briefly.

"Yes," said the Present, "Interurban lines. The villages in New England are nearly all connected by electric roads. Many short railroad lines that once used steam



locomotives have been electrified, notably the New York, New Haven, and Hartford, for a number of miles north of New York, and the Pullman and Gary lines running from Chicago."

"And some of the trains which connect with the ferries from Oakland to San Francisco," added Everygirl.

"Next time," said the Past, "we will talk about Roadways."

### ROADWAYS

"In early times," began the Past, "towns in England were located on streams of water. Britain was so overgrown with forests, thistles, brambles, and briers that it was difficult to build roads. Besides this, much of the land was marshy, and for this reason roads were even more difficult to build. The Romans, who built solid roadways where they could, were forced to select routes of travel skirting the impenetrable thickets. The Roman roads in England were

built of stones and concrete, and were from sixteen to a hundred feet in width. Some of them are in use to-day."

"Why haven't they worn out?" asked Everygirl.

"For one reason, they were so well built. There was always a firm foundation of rough stone, and the building was honestly and carefully done. These roads were then repaired as holes appeared, so that they were always in good condition to use. Together with other roads they came, in time, to be known as the King's Highways, but, during the Middle Ages, they were so ill kept that they afforded little comfort to travelers. At the end of the fifteenth century, there is the story of a miller, who, needing clay to repair his mill, ordered his servants to dig it from the highway. A deep pit was thus made, which filled with water. A glover, riding a horse, stumbled into the pit. Both horse and rider were drowned, but the miller was not held accountable because he said that he really

didn't know of any other place to get the kind of clay he needed."

"To-day we would send the miller to prison," asserted Everyboy.

"Perhaps so," said the Past. "Still, even quite recently, men who have fallen into holes on public roads have sometimes had difficulty in collecting damages from the public officials responsible for the upkeep of the roads."

"That is true," said Everygirl. "Don't you remember when father's horse broke its leg in a hole in the bridge just outside of town? It was a long time before he received damages, and then he said he had to pay most of it to the lawyers who fought the case for him."

"Because of the difficulty of keeping government roads in repair, there were formed, during the seventeenth century in England, Turnpike Trusts. These companies built good roads and established turnpike gates where all who passed over the roads were

obliged to pay toll. This custom was transferred to the United States in colonial times. In the early days of the Republic the turnpike roads were very important. The old national pike, running from Washington, through Baltimore, into Ohio, was one of the main transportation routes of the country. In Maryland the turnpike companies are gradually selling their roads to state and county authorities. But to-day toll must be paid on some roads for automobiles, trucks, horses, and vehicles of every description."

"I didn't know that," said Everygirl. "I thought the toll gates were all gone."

"When steam railroads came into use," resumed the Past, "the interstate highways fell somewhat into the background. Country roads were used by farmers, to be sure, but the long-haul freight ceased to be carried by wagon road. Automobiles and motor-driven trucks are now the cause of a reviving interest in state and interstate roads."

"Yes," said the Future, "there is now a

project to build a national road across the continent to be called the Lincoln Highway, and another from Chicago to Miami to be called the Dixie Highway."

"The way they are building the Lincoln Highway is this," explained the Present. "The most direct roads already in use have been selected and marked with signs to guide motorists. Each state is being asked to put those roads in order. Some states have macadamized the Lincoln Highway within their borders and others still have this task awaiting them."

"It will easily be seen," said the Future, "that just as the Lincoln Highway is the concern of every state, the state and county roads connecting cities and towns become, for some part of their length, city streets. States, counties, and cities have not yet learned how to coöperate in the matter of planning and caring for these highways."

"Along the Atlantic coast," said the Past, "many of the older towns were reached by a

number of country roads from all points of the compass. In hilly country these roads found their way into town by easy grades and curving routes. Often, as the towns grew into cities, these roads were allowed to remain, even though the new city streets were laid out according to some regular plan. The street plan of the city of Baltimore illustrates this. The Liberty and Reisterstown roads cross the city diagonally to the northwest, the Frederick and Washington roads to the southwest, and the Harford and Belair roads to the northeast. Of eight important country roads only two conform in any degree to the rectangular plan of the streets."

"Baltimore was fortunate in having these country roads which provide direct diagonal entrance to the center of the city," commented the Present. "Many cities are now building just such entrance streets at great expense."

"Why are diagonal streets so necessary in a large city?" asked Everyboy.

“Go to the blackboard,” said the Present, “and draw a set of perpendicular lines crossed by a set of horizontal lines. Call these the streets of a city. Start at the upper left-hand corner and find your way along the street lines to the center of the city. You will see that, whether you go, first a block south and then a block east, or whether you go the whole distance east and then the whole distance south, you will have gone around two sides of a square. Now draw a diagonal line from the upper left-hand corner — what point of the compass will that be?”

“Northwest, of course,” replied Everyboy.

“Good,” said the Present. “Then draw that diagonal line from the northwest corner into the center of the city and see how much shorter the route will be. Also, suppose you want to go from the northern part of the city to the eastern part of it. If you draw a line from the northern point of your square to the eastern point, you will have another diagonal road. You have probably worked this out

for yourself, if there are any vacant lots between home and school. Unfenced vacant lots are sure to have diagonal paths across them, as people like 'short cuts.' They save time for boys and girls in going to school and time for men and women in business."

"Why, we always go across the vacant lot to school," said Everygirl, surprised.

"Now," resumed the Present, "let us suppose that you have drawn the street plan of a city on the blackboard. The diagonal and straight roadways that enter a city from the surrounding country and the main highways for carrying traffic from one part of the city to another form what is called the arterial traffic system. If all these roads really converged at one point in a large city, what do you suppose would happen?"

"Why, everybody would come to the same place and it would be like the entrance to Brooklyn Bridge," said Everygirl.

"Quite right," said the Present. "To prevent this and to distribute the out-of-



town traffic as it comes in, there should be roads at frequent intervals to connect the arterial thoroughfares. Some cities have provided broad circular driveways around the main part of the town. Every city needs broad thoroughfares to take care of the main lines of traffic."

"How do they know just where the most traffic will be?" asked Everyboy.

"That is sometimes difficult to predict, but in general, as you see, roads from the surrounding towns and country must lead to the wharves, the markets, the retail stores where people will care to go. Then there will be traffic from the retail stores and markets to the different sections of the city. There will be heavy traffic between the wharves and the wholesale district. The exact location of the broad 'arteries' must be made after a study of the site and business requirements has been made," explained the Present.

"Should all the streets of a city be broad?" asked Everygirl.

"Let me ask," inquired the Future, "how many motors and delivery wagons and vehicles of any kind go past your home in an hour?"

"Not very many, because you see it is only a short street and there is a steep hill just above us," explained Everygirl.

"How wide is it?" asked the Future.

"I don't know," said Everygirl, "but it is wider than the old Mill Road that is crowded with wagons every morning."

"I think our street is sixty feet wide," said Everyboy. "It has a fine smooth pavement. It is a very nice street indeed."

"Yes," said the Future, "but wouldn't a twenty-foot roadway take care of all the vehicles that ever come into your street?"

"Why, I suppose so," said Everyboy. "But we wouldn't want to live on a little, narrow street."

"Well, perhaps you are right," said the Future, "if the houses came close to the side of a little, narrow street. But why pave all the broad expanse that is not used? Do you

think pavement is nice looking? Do you think it is clean? Do you think it is cool in summer? Why not, instead, pave the narrow part of the street that is needed and put the rest in grass and trees?"

"Why, then we would be living on a parked street," said Everygirl.

"And that would be charming, would it not?" asked the Future. "Narrow paving strips are much better for residence streets because the space between the houses can be used to much better advantage in grass and trees. But there is another reason for not paving so much needless space. Paving and paving repairs are expensive and the owners of houses that front on wide-paved streets pay a large price for something that they do not need."

"Will our street always be a residence street?" asked Everygirl.

"Perhaps it will," replied the Future. "But there are always some residence streets in cities that later become down-town prop-

erty. It has been suggested that the streets of such sections be made wide, but that only a narrow strip down the center be paved. The sides may be parked and maintained by the city, or, as in Washington, the land may be used by owners of property. The city requires that buildings be kept back to the permanent building line, but owners are allowed to fence and use the street reservation. A narrow residence street is thus easily convertible into a broad business thoroughfare when the need arises."

"Convertible means to change," I suppose, remarked Everygirl.

"Yes," replied the Future, "easily convertible means easily changed. Now can you tell me how wide are the sidewalks in front of your house?"

"Oh, they are quite wide concrete walks," said Everyboy.

"Do many people walk on them?" asked the Future.

"Why, no, I suppose, not very many,"

replied Everyboy. "Ought we to have narrow sidewalks, too?"

"Don't you think a narrow sidewalk, edged by grass and trees would be much prettier and just as useful?" questioned the Future.

"Yes, I suppose it would, but I always thought paved streets and concrete sidewalks were a part of living in a city. We have grass and trees in the park," said Everyboy.

"There are parts of the city where wide paved streets and wide concrete sidewalks are needed. Can you tell me where?" asked the Future.

"Down by father's office," said Everyboy promptly.

"Do you see many wagons in front of your father's office building?" asked the Future.

"I never thought to look. I don't believe there are very many wagons. There are crowds and crowds of people walking, though," said Everyboy.

"Sometimes," said Everygirl, "they even walk out in the street."

"Just so," said the Future, "and yet the street is paved for a great width as if it were to care for a large number of vehicles ; and the sidewalks are too narrow, although great crowds of people are constantly trying to push their way along. Did you ever go down into the wholesale district ?"

"Yes," said Everyboy, "I've been down there."

"Did you see many people walking ?"

"No, I didn't. But I never saw such a jam of drays and vans in my life," replied Everyboy.

"How wide were the sidewalks ?" asked the Future.

"Why, just the same width as they were in front of father's office."

"And how wide was the street ?"

"Just the same width, I think, as the street in front of father's office," replied Everyboy.

"Don't you think," asked the Future, "that it would have been more sensible to

take most of that sidewalk space for roadway?"

"Yes, it does seem so," admitted Everyboy. "People don't appear to think of such things. I didn't think about that until you showed me."

"Now," proposed the Future, "let us go back to our arterial thoroughfares. Do you know about the space a vehicle requires in street width?"

"About six feet?" asked Everyboy.

"Eight feet is usually allowed to cover the widest trucks," explained the Future.

"That wouldn't take a load of hay," said Everyboy.

"No, it would not," smiled the Future, "but not many loads of hay pass through the crowded streets of a city."

"I've seen them on down-town streets of Anycity," persisted Everyboy. "They took the space of two ordinary wagons and had to crowd out for the street cars so that they lapped over the sidewalk."

"How many different kinds of traffic do you think a busy thoroughfare would have on it?" asked the Future.

"Street cars," volunteered Everygirl.

"Yes," said the Future, "street cars. What else?"

"Wagons," said Everyboy.

"Yes," affirmed the Future, "wagons — do they usually move rapidly or slowly?"

"Slowly — especially if they have horses," replied Everyboy.

"What else?" asked the Future.

"Automobiles," said Everygirl. "And they move as fast as the police will let them."

"Yes," smiled the Future. "Now there is still another use to which streets are put. Can either of you think of it?"

"Why," said Everygirl slowly, "along the streets where there are stores there are nearly always automobiles or delivery wagons standing still."

"Then," said the Future, "it would seem that a busy thoroughfare leading from the



edge of town into the business district and bordered by shops and business houses, ought to provide enough space so that a line of vehicles could stand at either curb. Then there would be the slow-moving vans, two directions, the fast-moving vehicles, two directions, space for two lines of street car tracks, and an allowance for boarding them. Allowing twenty feet for the street car service and eight feet for each line of vehicles, how wide would that make the street?"

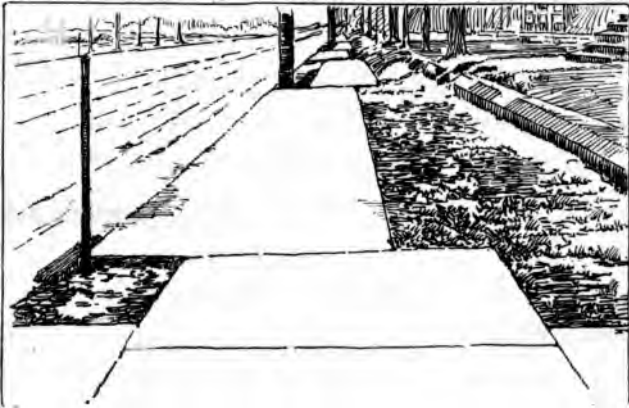
"Sixty-eight feet," said Everyboy promptly.

"Right," said the Future. "That makes no allowance for sidewalks and no space for central or side parkings. So you see most of our main-traveled thoroughfares need to be wider and most of our residence streets need to be narrower."

"And we need to change the width of our sidewalks and streets to fit the different parts of town," said Everygirl, "but why do people sometimes put their sidewalks next to the

curb when their next-door neighbors leave a parked strip ? ”

“In a well-planned city,” said the Future, “the line and grade for sidewalks would be determined for each section and citizens would



CITIZENS SHOULD NOT BE ALLOWED TO DISFIGURE A STREET BY THIS ABSURD ARRANGEMENT OF SIDEWALKS

not be allowed to follow separate plans which would inconvenience the public or injure the appearance of the street.”

“I think I may say,” declared the Present, “that in some of our cities there are streets

planned in accordance with the principles laid down by the Future. I shall have to admit, however, that most of the streets are ill fitted in width and arrangement to their uses."

"There are other mistakes which the cities have made in the treatment of their streets," said the Future. "What kinds of service do citizens receive through the streets besides transportation?"

"The water pipes are laid under the streets," replied Everyboy, "and sewerage tiles and gas pipes."

"And telephone and electric light wires," said Everygirl.

"They are not under the street," said Everyboy.

"They are down town," said Everygirl.

"What other conveniences do we find on the streets?" questioned the Future.

"Lamp posts, fire alarm boxes, police call boxes, and post boxes," replied Everyboy.

"And trash cans," said Everygirl.

"Some day," said the Future, "I hope all

these conveniences may be planned so that they will add to the beauty of the street."

"I am very proud of the systems to light the streets now used in most of our cities," said the Present.

"Yes," said the Past, "I can remember when streets were lighted by kerosene lamps. Later came gas lamps. Then electricity became popular. Arc lights were hung from wires strung from the four corners of a street. These gave forth a blinding glare and sputtered noisily."

"Now," said the Present, "we use ground glass globes on ornamental posts. The streets at night are really very beautiful."

"We like to go down town at night when all the lights are lit," said Everyboy. "We went once when there was a carnival in Anycity."

"One thing that the cities are learning," said the Past, "is that they must plant trees. During the hot summers, especially, the shade of trees and the restful coolness of the

green grass lessen the heat for those who walk abroad. At first trees were commonly planted by the property holder. In some cities, to this day, property owners plant and care for their trees. But it has come to be seen that, when each property owner plants a different kind of tree, the appearance of the street is very uneven. Perhaps some do not plant trees at all and this makes breaks in the rows. Unless the city regulates the place of planting, the trees are apt to be set at different distances from the sidewalk and street, and either too near together or too far apart."

"That is the way it is in our block," remarked Everygirl. "We have two maple trees and our next-door neighbor has no trees. Farther down in the block there are two sickly-looking box elders that are always dropping worms over everything."

"Yes," said the Past, "to present a pleasant vista a street should be planted with a single variety of trees placed at uniform distances

apart and in rows. The property holders all share the beauty of such a street. Some of our cities have famous streets and avenues because of the trees planted along their sides or in the parked strips in the middle."

"I know some people," said Everyboy, "who planted trees on their block, but most of them died; and the roots of those that lived have cracked the cement sidewalks, and the street doesn't look nice at all."

"I am glad you mentioned that," said the Past, "because a great many people start out to plant street trees without knowing how to go about it. The commonest mistakes are due to ignorance of the right varieties to plant, and ignorance of the proper way to plant and care for trees. Silver maples and poplars, which are easily obtainable, have been planted in many instances. They are not good street trees. Many trees which are beautiful in the open country are not suited to city streets. Ginkgo trees are charming on driveways in parks because of their



PLEASANT VISTA SHOWING UNIFORM PLANTING OF TREES

low spreading habit, but are not suited to traffic streets. Trees which have roots which spread and grow to the surface are not adapted to city streets because, as you have noticed, they dislodge the sidewalks and sometimes loosen the foundations of buildings. Ailanthus or Paradise trees, which grow to great size and furnish excellent shade, are not desirable street trees for this reason."

"What kinds of trees are suitable for streets?" asked Everygirl.

"Oriental planes, maples of many kinds, pin oaks, and elms are all standard street trees," replied the Past. "In the central and southern states, horse chestnuts are much used, and in the spring of the year they make a magnificent showing with their white blossoms like Christmas candles. But the leaves turn dull brown and drop early. They are not to be compared with the different varieties of maples in the autumn when the leaves, turning into a glory of red, yellow, and brown, hang on until the extreme cold loosens them.



Parked strips planted with magnolias make a truly wonderful showing. There is an Avenue of Magnolias in Rochester which draws people from miles about when the trees are in blossom."

"But why do so many trees that are planted die?" asked Everyboy.

"For many different reasons," replied the Past. "In the days when brick or wood footways served those who walked, and when dirt roads were provided for vehicles, the trees had a good chance to receive air and water. It was not until cement sidewalks and concrete curbs combined with asphalt streets to rob the trees of air, sunlight, and water that so much precision in planting was made necessary. It is only too common in cities to-day to see a small opening made in a sea of concrete, and the roots of a young tree stuck underground into a bed of hardpan. No tree can thrive under such conditions."

"Mother made the men leave big openings

around our two maple trees when the sidewalks were laid," volunteered Everygirl.

"Quite right," said the Past, "although trees do much better in parked strips where the grass allows the surface moisture to penetrate to the roots of the tree, but, if trees must be planted in cement sidewalks, the holes should be large enough to give the tree plenty of food and air."

"How can we know when the holes are large enough?" asked Everyboy.

"I can do no better," said the Past, "than to give you the rules of the Newark Shade Tree Commission, which are as follows:

1. The size of the opening should be at least 4 feet square for a tree 6 inches in diameter, and a square foot larger for each additional inch in diameter.
2. The ground should be well loosened to admit air and water.
3. If a tree is surrounded by grass the sod should be opened around the trunk.
4. The ground should slope in order that the tree may receive a good proportion of the rain which falls on the sidewalk.

5. The tree should be protected by a tree guard, six feet high and not too tight.

6. Watch for borers from April to November. They can be detected by sawdust coming out of holes in the trunk.

7. The trunk and branches should be cleared of all cocoons, egg masses, larvæ, caterpillars, beetles, and scale.

8. The head should be freed of all dead wood and the cuts should be painted.

9. The scars from horsebites and other injuries should be cleaned out and painted to prevent harboring insects and to stop decay. Large cavities should be filled with cement.

10. Watch whether the tree remains green and in full leaf to the middle of October.

11. Wood ashes, ground bone, and well-rotted manure will help the tree grow.

12. The tree should be protected from swaying electric wires and gas leaks.

“In Newark,” went on the Past, “the Commission has organized the boys and girls of the city into a watch guard for the trees. These little citizens often save the lives of the trees by learning to know when a tree is not doing well and how to remedy the trouble.

“A good deal of time, labor, and money

are wasted in most of our cities by the planting of poor trees in poor soil, with no protection. A large number of trees set out never survive the transplanting and many more die a lingering death. Young trees have a particularly hard time to get a proper start, but even the old trees suffer from abuse. Sometimes old trees are ruined by being unwisely pruned or trimmed. It is an extremely painful sight to see large branches lopped off close to the trunk. This method of cutting trees back has come to be known as tree butchery. When trees are surrounded by tree guards which are too small, or when they have grown to encroach upon a bar or fence, the trees will become deformed and grow misshapen. Instead of the beautiful, rounded trunk of a stately tree we then have horrible scars and sometimes open wounds. Horses may injure trees and even kill them by constant biting.

“We have spoken mainly of trees for cities in temperate climates where there is a winter-

time. In the southern states and California there are long avenues bordered by palms, pepper trees, umbrella trees, and others that remain green during the entire year. In



RESIDENCE STREET IN A SOUTHERN CITY PLANTED WITH  
PALM TREES

Honolulu many of the street trees bear brilliant red and yellow blossoms.”

“I wish we had beautiful street trees in Anycity,” remarked Everygirl.

“And I wish we had a tree-saving guard,” said Everyboy. “We could kill the worms on those box elders.”

"Cities could save a great deal of time and money if they consulted me before making improvements," maintained the Past. "The custom of paving streets and roadways is very old. The ancients paved their streets with large flat stones, sometimes arranged with central drains, and sometimes with gutters on either side. The city of Baltimore began to lay cobblestones in its streets as early as 1781. It was not until recently, however, that smooth pavements of any durable material were laid in any of our cities."

"What is durable?" asked Everyboy.

"Lasting," said Everygirl. "Don't you know that durable clothes are lasting clothes?"

"The first asphalt pavement," went on the Past, "was laid in Washington in 1878. Now nearly every city from the Atlantic to the Pacific has had some kind of a smooth streets celebration."

"Yes," said Everyboy, "We had one when

I was a very little boy. But all those streets that were so nice and smooth then, are full of cracks and holes now. Why is that?"

"The main reason for that is that American cities have generally failed to make any provision for upkeep of paved streets. Instead of repairing the little breaks and holes as they occur, the street is neglected until an entire new pavement has to be relaid. In many European cities, every hole is noted and mended as soon as it comes, so that the paving lasts for years and is constantly in good condition during use. There is still another reason. In American cities, a street paving may be laid one year. The next year it may be dug up to lay sewers or water pipes or both. Later the gas company or the electric light company may dig in a new place to lay their conduits."

"Why don't they lay their pipes and wires first?" asked Everyboy.

"Of course that is the way the work should

be planned," replied the Past. "But unless the city is very strict, the private companies will all come along with different sets of plans to dig up the street at different times. Our American cities are only learning that lesson."

"I had no idea there were so many things to know about streets," remarked Everygirl.

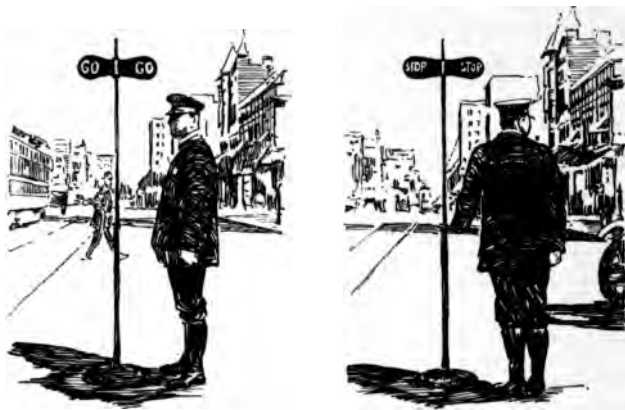
"I think," said the Present, "that we have not yet mentioned the arrangements at street crossings. You are familiar with the traffic policeman who stands in the middle of important crossings to stop the traffic every few minutes in order to allow the crosswise traffic to proceed. This policeman also enforces the law of the road requiring all vehicles to keep to the right side and make their turns at corners without cutting across the lines established for vehicles from other directions. Sometimes at a street intersection around a monument or fountain, a circus is established."

"A circus?" question Everyboy.

"Not the kind of circus with which you are familiar," said the Present, "but a cir-



cular space gained by pushing the building line back around a monument or fountain. Some cities have at these points a *gyratory* regulation, that is, all vehicles are required to move around the circle in one direction,



TRAFFIC POLICEMEN AND SIGN SIGNALS AT STREET INTERSECTIONS

dropping off at the street for which they are aiming. This rule is enforced at Columbus Circle, New York, and at Mt. Vernon Square around the Washington Monument in Baltimore."

"We have 'islands of safety' in Anycity,

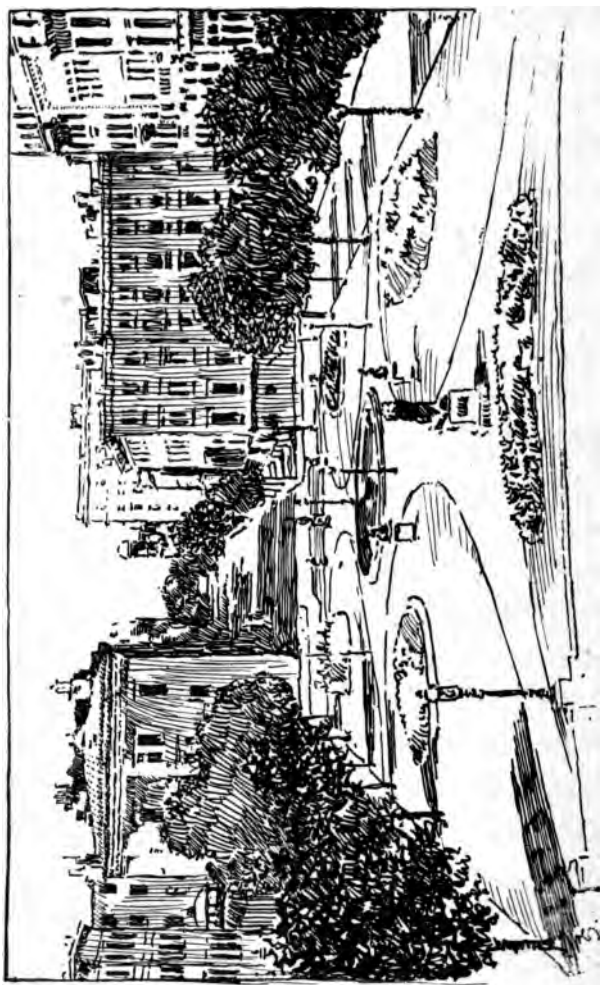
said Everygirl. "When you step in the little roped-off place in the middle of the street, you know you are safe to take your breath a minute before you start across the other half."

"Yes," said the Present, "most cities are making provision for safety in that and other ways."

#### PARKS AND PLAYGROUNDS

"Father says," remarked Everyboy, "that the streets cover from one third to one half the area of most cities. That seems a lot of space simply to give people pathways to go from one place to another."

"It may seem so," said the Past, "but streets, besides providing for traffic, also give light and air to the buildings in the crowded parts of the city. We have seen that in residence sections, the open spaces between houses may be used to better advantage than in wide streets. Streets, however, do not provide sufficient open space for any city.



MOUNT VERNON SQUARE, BALTIMORE. AN OPEN SQUARE IN THE RESIDENCE SECTION

There must be open squares, parks, and recreation centers."

"Have cities always had parks?" asked Everygirl.

"European cities formerly had beautiful parks and gardens around the palaces of kings and nobles," replied the Past, "but these were planted with the idea of scenic effect. When parks were first provided in cities, the park commissioners generally had in mind these parks of royal personages, — parks made to look at and not to use."

"The Park Commissioners of Anycity must be like that," said Everygirl, "only we haven't any king or duke."

"No, we have not a king," said the Past, "and very gradually the people are claiming the public parks for their use. I can well remember visiting city parks in the United States when the one feature sure to be seen at every turn was a sign to 'Keep Off the Grass.' An unwary person who chanced to step from the path on the green-

sward was warned by a policeman to obey the law."

"Times have changed," said the Present. "Visitors may walk on the grass in the parks. There are playgrounds for the children, tennis



SHADY PATHS IN BRANCH BROOK PARK, NEWARK

courts for all; and in the Chicago parks there are even public golf links."

"We have a playground in our park," said Everyboy, "but it is more than a mile from the entrance, and the park policemen won't let us play any place else."

"That," said the Future, "is one of the mistakes of many park systems. Another mistake is that the larger parks are usually on the outskirts of the city, far removed from the crowded sections where air and sunlight are so much needed. Cheap and rapid transportation to the woods and parks brings many people to them, but there will always be many who cannot make the trip. Consequently, public squares are a pressing necessity in all the closely built parts of the city."

"Parks were certainly not a very important matter when every house was set in a grove of trees or surrounded by a stretch of grass," said the Past. "Then every family had its own playground for the children. When cities grew larger, the front yards disappeared and the back yards were gradually cut down until, finally, came the huge apartment houses and tenement buildings. Then the children had no place to play except the streets and the sidewalks. The traffic on the streets was a constant danger to the children."

"It isn't dangerous to play on our street," protested Everyboy. "A wagon or an automobile may pass once in a while, but we can play real games in the street."

"That is true on a quiet residence street, but in a crowded down-town district the children have to dodge a constant stream of wagons, vans, and motor cars," replied the Past. "The public playgrounds have come to stay in our cities. They are increasing in number every year."

"Yes," said the Present, "so they are, but some of the playgrounds are now so crowded that the children can hardly find standing room. Very few are large enough to permit the games which boys and girls play in the country. City children, as well as grown persons, have had to learn to consider each other. Playground directors have planned many new games that can be played in small space."

"We have folk dances and regular plays at our playground," said Everygirl. "We act

our parts just as they do on the stage, only we do it out of doors."

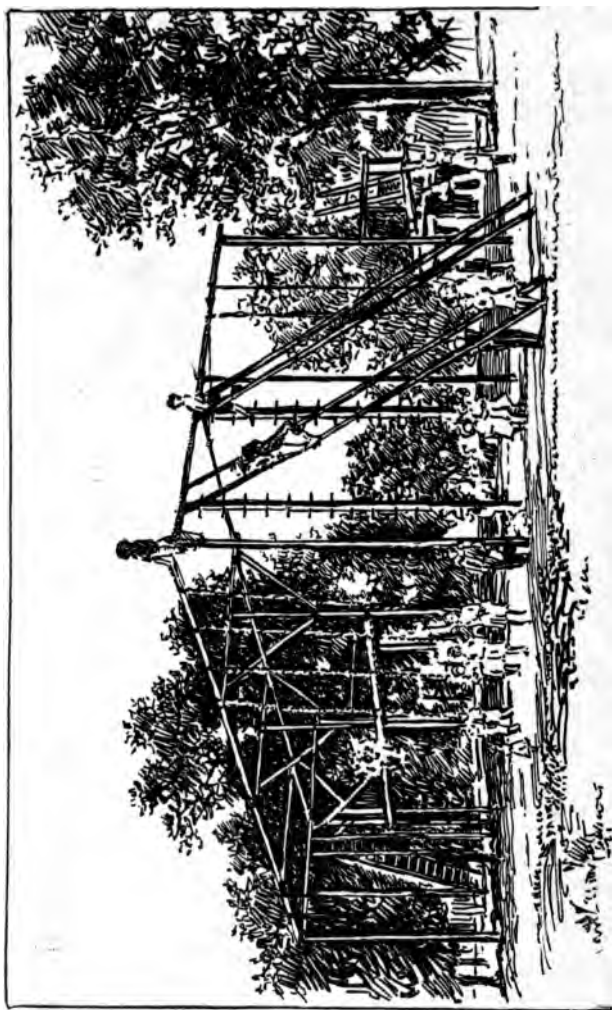
"Part of our park is on the river," said Everyboy, "and there are boats on a lagoon, and there's a place to go in swimming and a bathhouse and everything for a good time, if it were not so far away."

"Most of the river front that is not used by the railroad and ugly buildings is taken up by great big houses and people's private yards," said Everygirl. "There is only a little space where the park reaches the river, and the people who live on the river tried to get the city to stop allowing the children to come there because they made so much noise."

"There is a little space," said Everyboy, "where the driveway runs along the river, and there is a stone wall where we love to sit and throw stones into the water."

"Yes," said Everygirl, "and we have a lovely bridge that crosses the creek that flows into the river."





A PLEASANT PLAYGROUND

"Speed the day," remarked the Future, "when parks and playgrounds, river drive-ways, swimming pools, boating lagoons, tennis courts, and ball grounds will be provided for all."

### ZONES

"How does it happen," asked Everyboy, "that in Anycity we are so mixed up? We don't seem to have regular residence sections. There are stores and shops and laundries and brickyards and people's houses, all in the same block."

"That is what comes of building a city without a plan," replied the Future.

"You told us about civic centers," reminded Everygirl.

"So I did," replied the Future. "Perhaps you can tell me the buildings that might be placed around a civic center."

"Why, the post office, city hall, courthouse, library, and any public buildings that people want down town," replied Everygirl promptly.



THE SKY-SCRAPER MUNICIPAL BUILDING, NEW YORK

"Does the city build all of those buildings?" asked the Future.

"No," replied Everygirl, "the United States builds the post office and the courthouse — let me see —"

"The State builds the courthouse if it is the capital of the State," said Everyboy.

"Are there any other kind of courthouses?" asked the Future.

"Yes," replied Everyboy, "county courthouses in county seats."

"Would it be a good plan to build the schoolhouses around the civic center?" inquired the Future.

"Of course not," answered Everyboy promptly, "schoolhouses have to be all over town so that the children can find one near home. Little children couldn't go a long distance to school. Why, we even have the Eastern and the Western high schools so that the students won't have to travel so far to go to school."

"Yes," said the Future, "schools, churches,

fire stations, and branch libraries are needed in every part of town."

"We have the schools and fire stations in practically all of the cities," declared the Present, "and the branch libraries are becoming more numerous. In some of our cities, however, I am sorry to say that the branch libraries are not much used by young or old."

"I suppose that the heads of those libraries haven't tried story-telling and lantern slides and moving pictures to help interest the neighborhood in books?" questioned the Future.

"We have a branch library, and the librarian does all of those things. They take all the children's magazines, and they have shelves and shelves of the finest books you ever read, all about Indians and the wilds of Africa and the forests of South America," explained Everyboy.

"Yes, and they have a model miniature house, with the parlor, dining room, bedroom, kitchen, and a stove that cooks real meals

and everything," declared Everygirl enthusiastically.

"We seem agreed," resumed the Future, "that schools, churches, fire stations, and branch libraries belong to all sections of the city. We have talked about the civic center. Now there are other zones in the city. What do you think would be one of the most important?"

"Stores," said Everygirl.

"Banks," said Everyboy.

"Theaters," said Everygirl.

"Office buildings," said Everyboy.

"Wharves and warehouses," said Everygirl.

"Wholesale stores," said Everyboy.

"Homes," said Everygirl.

"Factories," said Everyboy.

"Yes," confirmed the Future, "all these things must be provided to build up a city. Doesn't it seem sensible to group the retail stores together? Banks are usually grouped together, although branch banks are often established in residence districts for the con-

venience of women. Why should homes and factories and wholesale establishments and workshops be jumbled together when people may live more comfortably and quietly in a district where there are only homes."

"How would they buy their groceries then?" asked Everygirl. "Would they have to go down town?"

"No," replied the Future. "A small part of each residence section would be set aside for grocery stores, meat markets, drug stores, and perhaps a few other stores to supply the conveniences of daily life, although the telephone and order system have helped to persuade many housewives to buy from downtown department stores."

"But you wouldn't have any other kind of business near homes?" asked Everygirl.

"How would you like to have a marble works or a carpenter shop or a laundry or a brickyard next door to your home?" asked the Future.

"I wouldn't like it," replied Everygirl.

"I wouldn't mind," said Everyboy. "I don't mind noise, and I like to see something going on."

"I think," remarked the Future, "that you would soon grow tired of watching bricks made or seeing the clothes of the laundry flying in the breeze every day in the week. And I am sure that when you grow a little older the sound of a circular saw or the pounding of hammers and chisels would make home far from peaceful."

"There are other ways in which homes are ruined," said the Past. "I remember that a policeman in one of the smaller cities saved his money and built a cosy home in the center of a pretty garden which he planted and tended for many years. Then one day the land next to him was bought and the new owner built a tenement building on it. This was placed on the edge of the lot directly flush with the line of the sidewalk. The policeman's air and sunshine were cut off and the effect of his pretty garden ruined. He couldn't sell his



home for as much money as he had paid for it. The neighborhood was spoiled for homes, and the policeman who had worked and saved was forced to live next to an ugly brick wall or to lose the results of his industry by selling out at a loss. Is that fair?"

"No," said Everyboy.

"How could it be helped?" said Everygirl.

"Some cities," replied the Past, "have divided their area into zones for homes, in which no tenement or apartment house can be built."

"What do the people do who want to live in apartments?" asked Everygirl.

"There is a section where apartment houses can be built, and they present a much better appearance than when they are scattered among separate residences," replied the Past. "There is the city of Dalny, the seaport terminal of the Trans-Siberian Railroad which connects Russia with the Pacific Ocean. This city is built in three distinct quarters on land

adjoining the old Chinese city. First, there is the administrative town, with its public buildings. There are several highways leading from a half circle to a center on the river which joins the edge of the commercial quarter. But the central point from which the main thoroughfares radiate is in the heart of the commercial district. Around this center are the large churches, hotel, theater, bank, municipal offices, auction and market halls. The residence section is crossed by diagonal streets leading to the commercial center. At three points along the river there are converging streets to centers which would naturally draw traffic. At every point traffic is guided to centers for which there is a reason, and each quarter of the city is connected by direct avenues with every other quarter."

"But how can the city grow?" inquired Everyboy.

"Some space for growth can be provided in the beginning," replied the Future, taking up the matter, "and some growth is always

cared for in high buildings, but, from time to time, neighborhoods must be changed from residence to business."

"That is what has happened in New York many times," asserted the Past.

"And," said the Future, "it is to provide for just that chance to grow that certain streets should be planned sufficiently wide to take care of business when business arrives. You remember we discussed that in considering the width and arrangement of streets."

"It seems to me," remarked Everygirl, "that about the time when a city has finished making everybody comfortable, more people come into the city and everything has to be changed again."

"That is true," said the Future, "but every city and Anycity desire, above all things, to grow. And one of the main inducements to growth is the building of factories."

"Yes," said the Past, "I think every city in the country has a Chamber of Commerce or a Merchants' Organization or a 'Boom

Blank' Committee or a Factory Sites Commission, to persuade new enterprises to locate in Blanktown."

"But these organizations and committees haven't begun to see the possibilities that they should," urged the Future. "They are so anxious to bring in new manufacturing plants that they allow them to be located anywhere and take no account of where the workmen's homes are to be built, or whether the comfort of the citizens is to be disturbed by the smoke of the stacks or the noise of the machinery. Even from a business standpoint it is much better that factories be placed in a zone where water or rail shipping facilities can be cheaply provided."

"It has been discovered, too," said the Past, "that there was no advantage in locating many kinds of plants in the center of a large city. When shipping facilities can be provided just outside the city, there is every advantage in locating a factory in the open. Ground is cheaper and it is possible to build the

homes of the employees within walking distance of the factory rather than miles away where several hours a day must be spent in going to and from work, not to mention the car fare. Sometimes these are called satellite cities."

"What are satellites?" asked Everyboy.

"The moon is a satellite of the earth," said Everygirl, "and — and Saturn has satellites. But what has that to do with cities?"

"These industrial cities on the outskirts of large cities are called satellite cities because they are clustered around the central city and in many ways dependent on the trade center established by the banks and merchants and markets of the planet city," explained the Past. "There is also another development that has grown out of these industrial cities and that is the garden city. Some companies have planned beautiful streets lined with trees, lovely gardens around pleasant homes for their employees. There are athletic grounds, gymnasias, libraries, parks, and playgrounds for all. These garden cities

are much more attractive than ordinary cities and can be built quite economically.

"In some of them no more money is spent than on the ugly rows of houses provided in so many cities for the families of workmen. But the architect, the man who has made them what they are, has so planned that the bricks and mortar, the lumber and plaster are put together to make beautiful homes. A small house may be just as charming as a large one. It is not size nor expensive material that makes beautiful buildings. Often the plainest house is prettier than the most highly decorated one."

"Are these garden cities planned and built at one time?" asked Everygirl.

"The plan is worked out to fit the entire needs of the plant and the homes of its employees," replied the Past, "but, of course, there is always room for expansion."

"I suppose that is why the whole city can be planned at one time to look well together," hazarded Everygirl.

"That is true," said the Future sadly, "but some industrial cities have neglected their opportunities. There is Gary, Indiana, where wonderful enterprise has been shown in building a new city almost overnight, a city with, perhaps, the most remarkable school system we have heard about in recent years. But look at Gary's street system. It is no improvement on that of Philadelphia or any of the colonial cities which failed to profit, as Washington profited, by expert advice."

"There are beautiful garden cities," said the Present, "at Bournville, Port Sunlight, and Earswick in England. The houses are designed for the workmen of the companies. At Letchworth and Hampstead attractive homes and charming gardens are offered to all who care to rent them; they are not definitely connected with a single manufacturing plant. Then there are garden cities in Germany."

"Are there any garden cities in the United States?" asked Everygirl.

"Yes, there is Garden City, Long Island;

Vandergrift, Pennsylvania; and Leclaire, Illinois," said the Present. "And the homes of the employees of the National Cash Register Company in Dayton, Ohio, form one of the most attractive parts of town."

"Are there any other zones that a city ought to have?" inquired Everyboy.

"There are the suburbs," replied the Past. "The rapid growth of suburbs has taken place of late years because of the improvement in rapid transit. This has enabled business men to live in the country or in a country town and 'commute' every day to business in the city."

"Suburbs," said the Future, "have a chance to plan for beautiful streets and charming homes and gardens that few cities have, but I must say that some of our suburbs are even more ugly and inconvenient than cities. Drainage, pavements, and street car service are often poor. Many suburbs have lived through miserable years when the suburbanites have been obliged to wait patiently on



corners for the half-hourly car service which dumped them, finally, into a muddy street, with no sidewalk and no street lamps. Lately, I am glad to say that commercial companies have planned suburbs in a better way and have built home cities that will be copied in the future. Roland Park, adjoining Baltimore, is thought by many to be the best-planned suburb in America."

"In England," said the Past, "the land-owners have come together by agreement and made laws for themselves. At first some of the owners thought they were sure to suffer hardships by promising not to build more than a set number of houses to the acre, by promising to deed over ground for public uses, by promising to abide by the plan of roads thought best for all. They were binding themselves not to do a great many things which they would otherwise quite surely do. But these owners have learned that just because they do not build too many houses to the acre, because the roads are laid out on con-

venient and beautiful lines, because there is space for parks and playgrounds, the property which they have for sale will bring better prices than if each owner had followed a separate set of plans without reference to his neighbor."

"Anycity has some very handsome suburbs across the river," proudly declared Everygirl.

"And the companies that planned them have made a lot of money," said Everyboy.

"Beauty and prosperity often go together," said the Future.

### CITY BLOCKS

"We have considered streets from a great many standpoints," said the Past. "We have seen that streets have many uses as passageways. Let us now think of the spaces of land between the streets. What are these spaces called?"

"Blocks," said Everygirl.

"Squares," said Everyboy.

"Both," said the Past. "Do you know how large the blocks in Anycity are?"

"I know there are twelve in a mile," replied Everyboy. "Some places there are eight in a mile and some places twenty."

"Are they square?" asked the Past.

"The blocks in Anycity are square," said Everyboy. "In Chicago they are long and narrow."

"And you told us that they were long and narrow in New York," reminded Everygirl.

"How do the houses face in Anycity?" asked the Past.

"In all four directions," answered Everyboy promptly.

"Did you ever notice that there were always several houses in every block so placed that the back yards of other houses adjoined their sides?" asked the Past.

"Yes, they are called key lots," said Everyboy, "and father says they are poor lots to buy."

"Are there alleys in Anycity?" inquired the Past.

"No," said Everygirl, "we have to put our garbage out on the front sidewalk. That is very bad."

"And yet," said the Past, "there are many cities where there are alleys which the citizens would gladly abolish because they are never clean."

"In Chicago," said Everygirl, "on the south side they have houses fronting two ways and backing up to alleys, but they are paved and clean."

"That may be because the people demand clean streets and alleys," said the Past. "In Hyde Park and South Park, Chicago, now that property is more expensive, houses are often built on the cross streets, back of the houses that face on the main streets."

"Do they ever have alleys with square blocks?" asked Everygirl.

"Yes," replied the Past, "in Baltimore and Washington there are alleys running in

every direction in some of the old blocks. You remember we spoke of blind streets some time ago. Blind alleys are much worse, because they are narrow and, when there are interior alleys that cannot be seen from the street, they are almost sure to be dirty. You remember that there were more than 10,000 alley houses in Washington a few years ago, and many of them were on these interior alleys."

"Sometimes they make alleys into streets, don't they?" asked Everygirl.

"Yes," replied the Past. "Many of the early cities were planned with deep blocks. There were yards back of the houses. As ground became more valuable, the alleys have sometimes been widened into minor streets, and the back yards used for buildings. Sometimes interior parks have been made. In Baltimore there is a block where the back yards have been shortened, leaving a large square in the center of the block. This was to be sold for some kind of a shop, so the people — seventy-

two of them — clubbed together and bought the lot. There is an alley running around the square bordering the backs of the people's yards. The back yards have all been planted in grass, flowers, vines, and shrubs, and the central lot has been planted with grass, shrubs, and trees, so that the interior of this block is much more beautiful than the outside where the houses face on the four streets. The large lot is now used for a playground, and on the Fourth of July the families all club together and have the finest kind of a celebration."

"That was a good way to use the inside of that block, wasn't it?" remarked Everyboy.

"Yes," said the Past, "that lot has been the means of bringing the people in that block together. They hardly knew each other before. Now they plan all kinds of good times together. And the cost to each one is very small."

"Ah," sighed the Future, "I wish there were more such examples."

"The dreadful experience of New York in the tenement districts, where almost every inch of space was covered with buildings, ought to be a warning," said the Past. "It has cost the city of New York a great deal of money to remedy those conditions — much more than it would have taken to save out some space for parks and playgrounds. And no one can estimate what it has cost the city in needless deaths and sickly citizens."

"In Baltimore," said the Present, who had not spoken for a long time, "there are long, narrow back yards, and it was the custom in the past to inclose these with high board fences. Now, however, I am glad to say, the people are planting gardens and taking down the fences, which are replaced with wire fences or hedges, giving a park-like effect to the entire block and making the backs of the houses much more attractive than their fronts."

"There is another problem which has developed since cities have built skyscrapers,"

said the Future. "I am sure that cities must soon face it. It is the height of buildings."

"New York had a commission to study the subject," said the Present. "Let me write on the blackboard the cities that have regulations concerning the heights of buildings:"

	MAXIMUM HEIGHT FEET
Baltimore, Md. . . . .	175
Boston, Mass. . . . .	125
Charleston, S.C. . . . .	125
Chicago, Ill. . . . .	200
Cleveland, Ohio . . . . .	200
Erie, Pa. . . . .	200
Fort Wayne, Ind. . . . .	200
Indianapolis . . . . .	200
Los Angeles, Cal. . . . .	150
Manchester, N.H. . . . .	125
Milwaukee, Wis. . . . .	225
Newark, N.J. . . . .	200
Portland, Ore. . . . .	160
Providence, R.I. . . . .	120
Salt Lake City, Utah . . . . .	125
Scranton, Pa. . . . .	125
Worcester, Mass. . . . .	125

"A few years ago," said the Past, "the city of New York began to be worried about

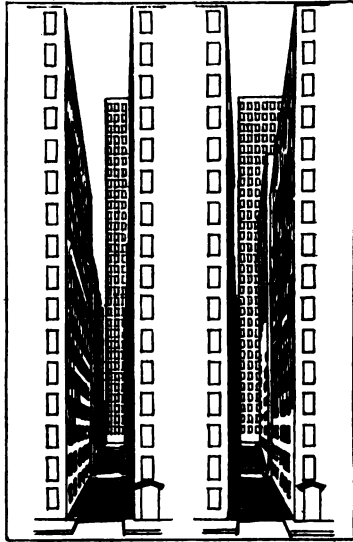


its skyscrapers. It was surely a poor arrangement which would allow an entire block, or an entire district, to be covered solidly with twenty- or thirty-story buildings. The Commission appointed to study the question found, among other interesting comparisons, that the height of the Woolworth Building was 750 feet: that is, 670 feet higher than the maximum limit for buildings in London; 678 feet higher than the limit in Berlin; 685 feet higher than the limit in Paris; 671 feet higher than the limit in Rome; and 678 feet higher than the limit in Stockholm. In Manhattan alone there were fifty-one buildings over twenty stories in height."

"What is the harm in tall buildings?" asked Everygirl. "Are they afraid they will fall down?"

"No," said the Past, "I hardly think any one expects them to fall down. They are built of steel and very solid. A tall building that towers above its neighbors may, of course, have plenty of light and air, but where

many tall buildings are grouped together there is very little light and air for the inside buildings, especially on the lower floors. There is a picture in *The American City* magazine, showing the very large number of windows where the tenants were using artificial light near the windows at noon on a bright sunny day. This is sure to be the result of allowing too many tall buildings on too small



IN THE ROOMS WITH BLACK WINDOWS THE TENANTS WERE USING ARTIFICIAL LIGHT AT NOON ON A BRIGHT SUNNY DAY

an area. Most of the very tall buildings in New York are hotels or office buildings, and in both armies of people must spend many hours.”

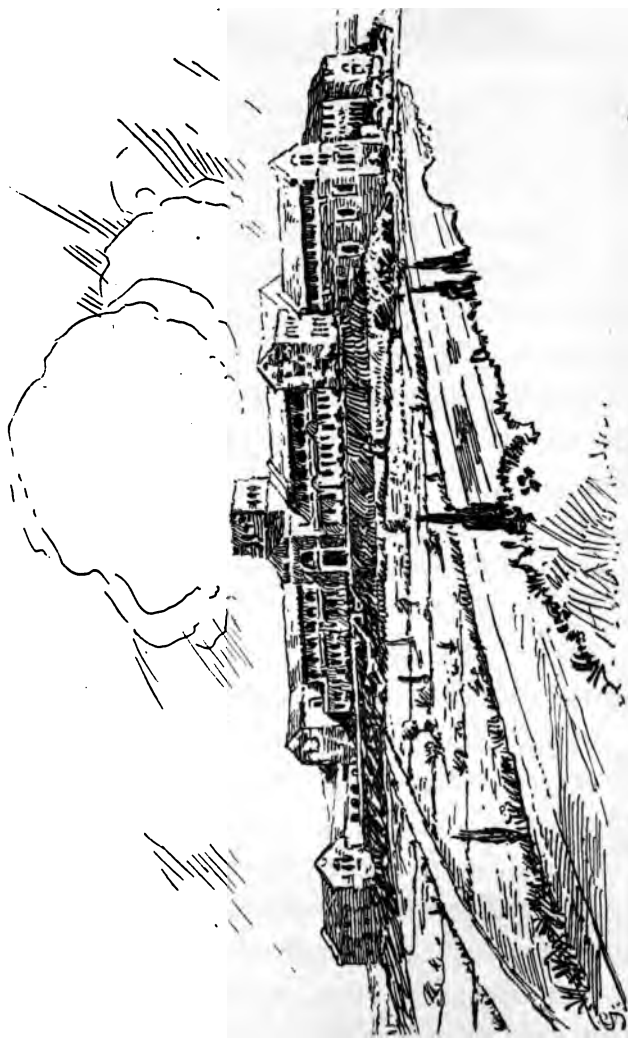
"It has been suggested," said the Future, "that the height of buildings ought to be regulated by the width of the street and that no tall building should be built so close to another that the tenants would suffer from lack of light and air."

"Some cities regulate the proportion of any block which may be covered with buildings," said the Present. "Many cities have regulations to abolish inside living rooms in all new buildings."

"I had no idea there were so many things to think about in building a city," remarked Everygirl.

### THE CITY OF TO-MORROW

"I used to think Anycity was the nicest city in the world," said Everygirl. "But now I see in how many ways we could make it better. We ought to have wider traffic streets and narrow paved strips in our residence streets. We ought to have street trees



A HOMELIKE PUBLIC SCHOOL WHICH MIGHT BE USED FOR A NEIGHBORHOOD CENTER

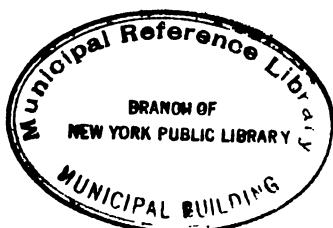
and grass plots and parks and playgrounds and good houses for everybody and a civic center and lots of other things, but how are we going to get them?"

"I'll tell you," answered the Future. "When all the people in each neighborhood get together in the schoolhouses, mothers and fathers and sisters and brothers and aunts and uncles and boys and girls, there will be a way to find out what is needed in each community. Then commissions of experts can coöperate with the local neighborhoods to secure a city plan and put it into effect."

"How long will it take to make Anycity over into the right kind of city?" inquired Everyboy.

"Perhaps the task will never be quite finished," answered the Future. "There will always be something more to do. But remember this, the citizens who love their city are willing to work for it. They will be repaid for their work by the City of To-morrow,

the city built for the comfort and convenience of all its citizens, the city of opportunity for work and play, the city healthful, the city beautiful, the city useful.”



Printed in the United States of America.



**T**HE following pages contain advertisements of a few of the Macmillan books on kindred subjects.





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